



No. 668.—Vol. LII.

WEDNESDAY, NOVEMBER 15, 1905.

SIXPENCE.

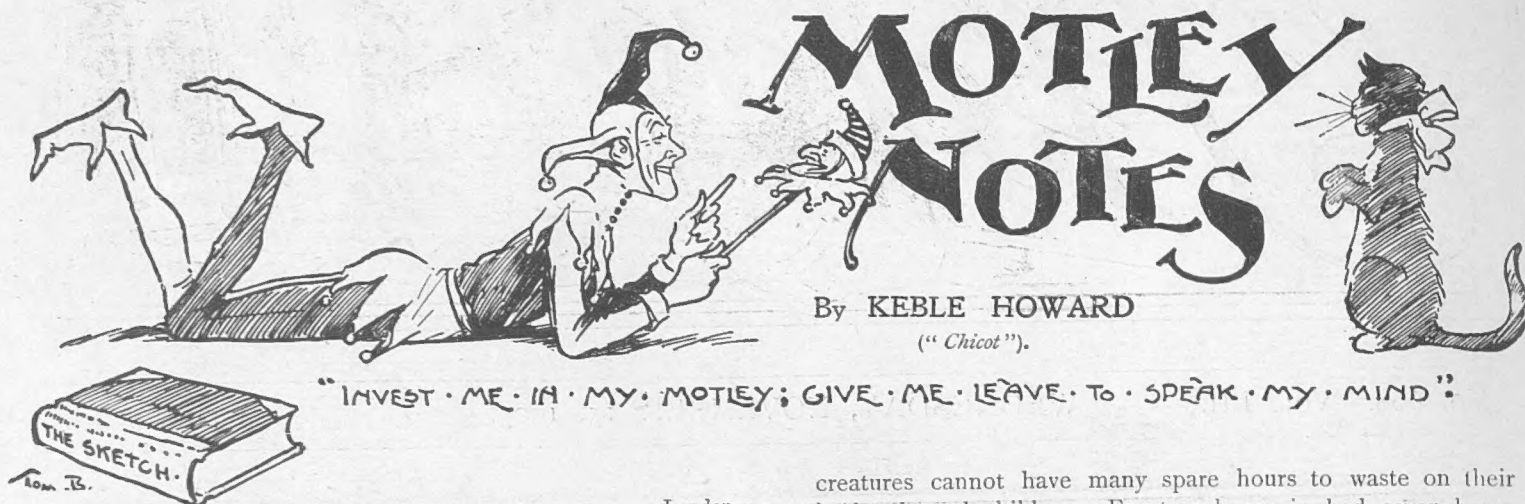


KLARA VOLKHARDT (MISS EVA MOORE).

LIEUT. VON LAUFFEN (MR. H. B. IRVING).

"LIGHTS OUT," AT THE WALDORF: KLARA VOLKHARDT IN LIEUTENANT VON LAUFFEN'S QUARTERS.

Photograph by the Dover Street Studios.



London.

FROM my window, which happens to overlook the Embankment-end of Northumberland Avenue, I saw, last week, two processions. It would be impossible, I suppose, to obtain a more striking contrast—the miserable, shuffling traipse of those six thousand starving women on their way to plead for work, and the humorously solemn pomp of the Lord Mayor's Show. The demeanour of the women was profoundly interesting. A few were young, red-faced, and stalwart. These swung by with laughing faces, chattering as they went, and bandying jokes with their men-folk who slouched alongside. Others carried little babies in their arms. They did not talk, the mothers, and their smiles were faint and infrequent. Most pathetic of all, though, were the old women. Hard and hungry they looked, those lonely ones, with the bloodless skin drawn tightly over the cheek-bones, the white hair combed back from the troubled foreheads, the thin lips pressed bravely together, the eyes glittering with mental fever. They had no friends, it seemed, these poor old ladies, no husbands, no children. Shuffle-shuffle went their patient feet in the roadway, as they dragged their frail bodies along in this desperate search for bread. One had only to picture one's own mother in such a case to realise the tragedy of it all. Would that something might be done to save the aged, at any rate, from further sorrow and hunger.

The Lord Mayor's Show, of course, is intended to create an impression the exact opposite. It is a triumphant march of the rich and successful. Whereas a thousand or so of the women had no more cheery music to help them on their way than a solitary cornet—I am now speaking of those who were far from the band—there was such a glut of exultant crashing in the Lord Mayor's Show that the combined effect was a little bewildering. My word, how the trumpeters trumpeted, and the drummers drummed, and the horses caroled! Never was seen such a brave display of gold braid, and triumphal-cars, and silken banners! Here was the band of the Duke of York's Royal Military School, with a tiny fellow brandishing and twirling his drum-sticks as vigorously and proudly as though the success of the whole affair depended on him. There were the representatives of the Worshipful Company of Fanmakers, luxurious in beautiful fur-coats, smiling, gracious, quite successful. Now came two cars showing boys from Dr. Barnardo's Homes, working at their various trades. Work? I should just think they did. No shirking, let me tell you. Clunk went the hammers! Round went the wheels! Splendid! And last of all came the Right Honourable the Lord Mayor, in his State Chariot, drawn by Six Horses, attended by his Chaplain, the Sword-Bearer, and the Mace-Bearer. The comedy was over. We pulled our heads in, rubbed our hands together, and thanked Heaven that we were worthy residents of the well-nourished City of London.

Women don't exactly champion men, but they give each other away so liberally that it comes to the same thing. If, for example, any young bachelor is going up and down the world with the idea that the wife's first duty is to cherish and comfort her husband, and that she is never so happy as when ordering her household and putting everything in readiness against the return of her lord and master, let him take up some ladies' journal. The *Ladies' Acre*, say. What will he find? Well, this is not so bad as the result of a rough chance: "Several young married women have adopted a simple form of rest cure, which they practise when settled in their winter hunting-quarters. After a hard day's run (and they often hunt five times a week) they ride home, have tea and a bath, go straight to bed, and eat their dinners safely tucked up in their 'downies.' This means rest and sleep for perhaps fourteen hours." I don't know exactly what "downies" may mean, but it is quite evident that these dear little

creatures cannot have many spare hours to waste on their stupid husbands and children. Fourteen hours in bed, seven hours in the saddle, two hours for gossip, and one hour for correspondence would seem to fill in the daily round, the common task, fairly satisfactorily. After all, why lavish attention on a man? Men *are* so selfish.

I was very interested to read, in last week's *Sketch*, that, according to an American doctor named Farr, a new-born child is worth five pounds, a boy of ten is worth ten pounds, a youth of fifteen is worth one hundred and sixty pounds, and a young man of twenty-two two hundred and forty pounds. Clever fellows, these Americans. Smart: that's the word. All the same, Doctor Farr is wrong in one case—my own. As a new-born child I was worth exactly nothing, and, at the age of five, so far from being worth five pounds, I was even a trifle in debt to my parents. At the age of ten I was worth ten shillings, having lodged that amount, the gift of an eccentric and misguided godmother who afterwards bitterly repented the rash act, in the Post Office Savings Bank. At fifteen I was worth about six pounds, but at sixteen I found myself once more a pauper, with a debt of four pounds on a second-hand bicycle for which I had undertaken, in a moment of reckless enthusiasm, to pay by instalments. At twenty-two, when I came to London to see if there was anything in all this talk about wealth and fame, I was worth exactly two pounds. Doctor Farr may still be right, though, on one point. He declares that a man of seventy is worth no more than a sovereign. If the Doctor cares to wait around for forty years or so, I shall be happy to submit my pass-book for his inspection. I can't say fairer nor that, can I?

Every cloud has a silver lining, a rolling-stone gathers no moss, a barking dog seldom bites, it never rains but it pours, and many a mickle makes a muckle. All those proverbs apply with equal force to the news that I am about to tell you. There is another and a far better one, but, unfortunately, I cannot think of it. My news concerns the motorists, who, as you may have heard, have unwittingly got themselves disliked by people who travel on foot, or in gigs, or on bicycles, or in perambulators. Well, a motorist, of course, is the most sensitive man alive. The pleasure of a swift mile is entirely spoilt if he happens to catch sight, in passing, of a cross face. It breaks him up. That's why motorists wear goggles, that the callous public may not see their tears of mortification. But the neck of the motorist is bent at last; he proposes to hide his face from the general public altogether. Not only his face, moreover, but also his body, and his car, and his chauffeur, and all that is his. He has it in mind, dear friend, to build himself a special and exclusive track between London and Brighton. There! In fact, so there, now! And then he will be able to rush up and down, down and up, as fast as ever he likes, until a sudden crack at the back of the head, caused by coming into contact with the earth whilst travelling at the rate of a million miles an hour, puts an end to his sorrows unbearable.

I am not quite sure whether I like Mr. Yerkes. He is the gentleman, you know, who has been at such expense and trouble to make the trains on the Underground go quicker, and to clean the place up, and all that. So far, I take him to my heart. But he has been saying things about us to the *New York World*, and I am not quite sure whether I can continue to like him. Listen: "Londoners are the worst people to get a move on I ever knew. To see them board and get off a train one would think they had a hundred years to do it in. Still, they are doing better, and in the end I shall work them down to an allowance of thirty seconds." For my own part, I refuse to be worked down to an allowance of thirty seconds. Mr. Yerkes forgets that the man who leaves his seat on the electrified Underground before the train has come to a dead stop generally travels half the length of the car on his nose.

THE PRINCESS ROYAL AND HER DAUGHTERS.



PRINCESS MAUD.

PRINCESS ALEXANDRA.

THE PRINCESS ROYAL AND THE PRINCESSES ALEXANDRA AND MAUD (FORMERLY, PRINCESS LOUISE, DUCHESS OF FIFE, AND THE LADIES ALEXANDRA AND MAUD DUFF).

The notification of honours in connection with the King's birthday included the following announcement: "The King has been graciously pleased to declare that His Majesty's eldest daughter, Her Royal Highness Princess Louise Victoria Alexandra Dagmar (Duchess of Fife), shall henceforth bear the style and title of Princess Royal. His Majesty has also directed that the daughters of Her Royal Highness shall bear the style, title, and attribute of Highness, and also the style of Princess prefixed to their respective Christian names, and that they shall have precedence and rank immediately after all members of the Royal Family enjoying the style of Royal Highness." The Princess Royal was born on February 20th, 1867, and married the Duke of Fife on July 27th, 1889. Princess Alexandra was born on May 17th, 1891, and Princess Maud on April 3rd, 1893.

Photograph by W. and D. Downey.

THE CLUBMAN.

The King of Sweden's Gift to Norway—The Officials of Kronstadt—The Princess of Wales and the Garland.

THE King of Sweden intends to leave nothing but pleasant memories of his reign in Norway. What he would have done with the statues on the staircase of the Royal Palace at Christiania had he taken them away it is difficult to say. He might have used them as the Brighton Municipality used the statues from the late Mr. "Barney" Barnato's house in Park Lane when they were given to them, and have distributed them about the Haga or the other Royal parks in Sweden, or have presented them to the Djurgarden, that "place to spend a happy day," a mixture of the "Zoo," Rosherville Gardens, the Botanic Gardens, Earl's Court, and Kew, so beloved by the Stock-holmers. The King has left them where they are, so as not to make the strangely ugly Palace at Christiania—it is even blacker and plainer than Buckingham Palace—appear more repellent to his successor than is necessary.

The gift to Norway of the old Norwegian houses which King Oscar has made will please the people of Christiania greatly, for if they had been pulled down the people of the capital would have been deprived of one of the few "sights" in the neighbourhood of the city. The trip by ferry-boat to Oscarshall, in the grounds of which the old buildings stand, is a pleasant little excursion. The modern chateau of Oscarshall is a rather uncomfortable house with pictures of stiff-looking Bernadottes on its walls; but the old wooden houses in its grounds—a Stavekirke, looking more like a Buddhist temple than a Christian shrine, being the most important and most curious one—have been brought from different parts of Norway by King Oscar and re-erected, and share with the Viking galley the distinction of being the curiosities which strangers are always taken to see.

Of all gloomy places that I saw in Russia, Kronstadt seemed to me the most gloomy, in spite of the noise of the hammers and the life with which the island buzzes. The old-fashioned brick forts, rising high out of the water, and the modern forts, insignificant, flat little things, form the outposts to the dingy hive, the ugly place of labour which broke out suddenly into revolt last week. Going to Russia by sea, it is the first place where one meets the heavy face of the Russian peasant, that uncomplaining animal in uniform who has at last shown signs of fierce awakening, and one also sees there the first Russian officials.

The two officers who boarded the ship I was on were typical specimens of their kind. One was a Colonel of Gendarmerie, a handsome young fellow with a blonde moustache, who talked very fair

French; the other was a Custom-House officer, silent and scowling, but with eyes that saw everything. The young officer of Gendarmes had hands covered with rings. He had been in one of the Guard regiments and A.D.C. to a Grand Duke. He had outrun the constable and had been sent to Kronstadt in order that he might be kept out of mischief. He had a supreme contempt for his surroundings, punished the champagne on board with a good will, and told stories that would make a Grenadier blush, taking it for granted that we should appreciate them, which we did not.

While he flashed his diamond-rings and made eyes at the ladies on board, emptied bottles, and told of his adventures at Monte Carlo, the quiet man, half policeman, half Custom-House officer, and his assistants were at work looking through the ship's books, making sure that none of us were going to take pamphlets or music on shore, and putting the crew under a very severe examination.

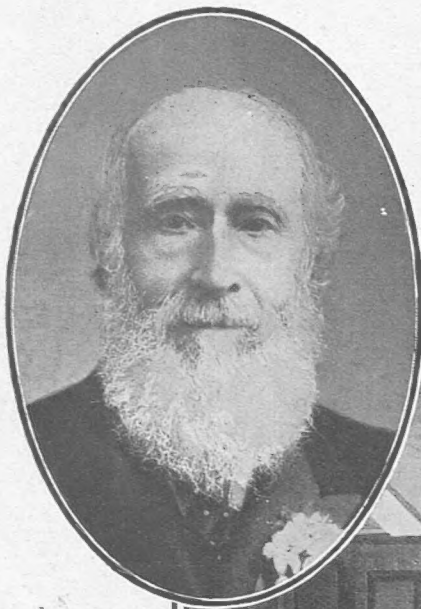
The swaggering Gendarme told us a good story of how he and his subordinates had found two revolutionaries as sailors on a Swedish yacht, and of how they had anticipated their desertion by putting them in irons and sending them ashore to gaol. Somehow, this combination of swaggering aristocrat, dissipated and contemptuous, and his silent, furtive subordinates, dwells in my memory as the most distinctive glimpse of official life I obtained in Russia, and Kronstadt seemed to me more gloomy than any of the great prisons.

The Princess of Wales declined the wreath of flowers which the head of the Bombay Corporation wished to hang round her neck when she landed, and carried it over her arm instead. No doubt the Princess did not expect to be adorned in this manner, and all old Anglo-Indians will smile at the incident, for even the most experienced official does not look at his best when he is being decorated with long strings of yellow flowers by his native admirers. Before her journey through India is finished the Princess will have a fine collection of the substitutes for flower-garlands which many of the Rajahs give their guests.

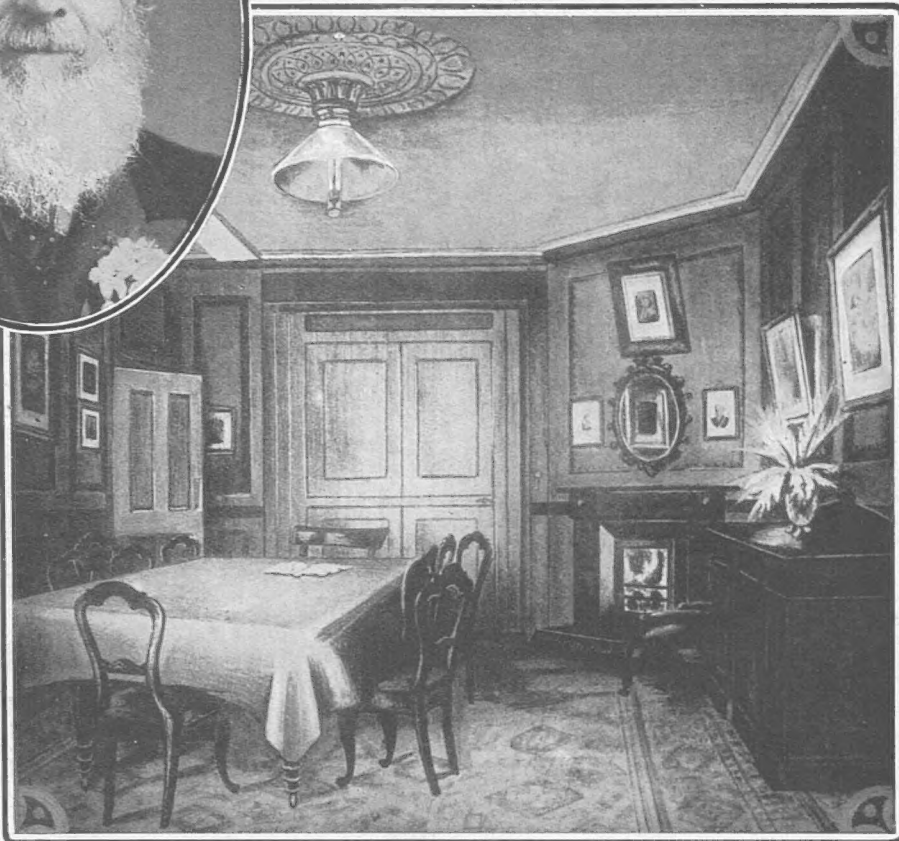
Many of the native Princes, knowing that English ladies do not care to have garlands of flowers put over their very best dresses—and even Princesses and the wives of Viceroy's spare a thought to their best dresses—give, instead of the wreaths of flowers, garlands of tinsel which do not stain or fade, and are splendid bands with which, in the future,

to loop up drawing-room curtains, and, as such, appeal to every lady's heart. The Native Princes would willingly make their garlands of more expensive material, but no official and no wife of an official is allowed to accept anything that could be considered a present of value.

One of the trials of a Mem-sahib married to an official in India is to see the globe-trotting ladies who come to stay with them being loaded by Rajahs and Maharajahs with all the pretty things that India produces—gauzes and silks and quaint little bits of jewellery—and to know that it would give these hospitable and kindly noblemen the greatest pleasure to make similar gifts to them, but that an inflexible rule has been laid down that the official and all his womenkind may not accept anything except flowers or sweetmeats. I need scarcely say that the sweetmeats which a Rajah sends to the wife of a General or a Commissioner are the most delightful things of their kind. Still, they are but a transient delight.



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WILLIAMS.



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The late Sir George Williams began his working career as an apprentice in a business-house at Bridgwater, and came to London when he was twenty to enter the drapery firm of Messrs. Hitchcock and Rogers, St. Paul's Churchyard. There he and some eleven companions were wont to meet for the discussion of theological matters, and on June 6th, 1844, these enthusiasts formed a "Society for Improving the Spiritual Condition of Young Men in the Drapery Trade." A month later this title gave way to the now world-known "Young Men's Christian Association," which held its first meetings in a room rented for half-a-crown a week in St. Paul's Court, Ludgate Hill. It is thus particularly appropriate that St. Paul's Cathedral should have been chosen as the burial-place of the great philanthropist.

"THE BUGLE CALL," AT THE EMPIRE.



MLLE. ADELINE GENÉE, THE PREMIÈRE DANSEUSE.

Photograph by the "Play Pictorial" Publishing Co.

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Robinson Crusoe. Daniel Defoe. 5s.
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THIS WEEK.

IT WILL INTEREST YOU.

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PUBLISHING OFFICE: 172, STRAND, W.C.

SPECIAL NOTE TO CONTRIBUTORS TO "THE SKETCH."

Every care will be taken of contributions submitted to the Editor of "The Sketch," and every endeavour made to return rejected contributions to their senders, but the Editor will not accept responsibility for the accidental loss, damage, destruction, or detention of manuscripts, drawings, paintings, or photographs sent to him.

Every contribution submitted to "The Sketch" should bear the full name and address of the sender legibly written. In the case of batches of photographs and drawings, the name and address should be written on each photograph or drawing.

"SKETCH" EDITORIAL OFFICES, MILFORD LANE, STRAND, W.C.

PUBLISHING OFFICE: 172, STRAND, W.C.



SMALL TALK *of the* WEEK

KING GEORGE, his handsome son, and his pretty daughter-in-law seem likely to be killed by kindness during their week's visit to this country, for fêtes and entertainments, official and unofficial, succeed one another without intermission. All the great officers of the Household are in residence at Windsor Castle, and it may be safely averred that no Sovereign visitor of late

years will have been welcomed with such special heartiness as our own Queen's brilliant brother. The King of the Hellenes is, of course, occupying the splendid suite of apartments where so many famous crowned heads have briefly sojourned, but this is the first time it has served a King of Greece. The vast and splendid bedroom was once the Council Chamber of George III., and the charming apartment which in the days of good Queen Charlotte was known as the "Queen's Closet" is His Majesty's study. Prince and Princess Nicholas occupy the Tapestry Rooms, where, when at Windsor, the Empress Frederick generally resided. The Grand Duke and the Grand Duchess Vladimir have often paid private visits to England, but this is the first time their only daughter has stayed at Windsor.

A Point of Precedence.

The King's decision that Countess Valda Gleichen is to be known as Lady Victoria Machell after her marriage has aroused some interest in Society. The bride-elect is, of course, one of the clever daughters of our Sovereign's late cousin, Prince Victor Hohenlohe-Langenburg,

who assumed the title of Count Gleichen when he married the lovely Miss Laura Seymour, the daughter of a distinguished Admiral and sister to the man who ultimately became fifth Marquess of Hertford. Queen Victoria, always kind to lovers, ultimately granted Countess Gleichen the rank and title of Princess; but the children born of the Prince's marriage have always been known as Count "Glick" Gleichen and Countesses Feodora and Valda Gleichen. This recent decision of the King's shows that the two ladies take rank as British Duke's daughters. They are both talented, Countess Feodora having inherited her father's great artistic gifts as a sculptor, while Mr. Machell's *fiancée* is an accomplished musician.



A "Comp." who Caricatures.

Mr. Francis Brown is not only a compositor, he is also a remarkably clever caricaturist. Those who read their *Westminster Gazette* each evening will have noticed the absence of Mr. Carruthers Gould's brilliant cartoons each Friday. Well, now Mr.

A "COMP." WHO CARICATURES: MR. FRANCIS BROWN, THE "WESTMINSTER GAZETTE" OFFICE BOY.

Mr. Brown has just issued "The Doings of Arthur," as jotted by the "Westminster Gazette" Office Boy (Francis Brown). Being a Trifling Account of the Amazing Adventures of Arthur during the past Three Years; Written for the Entertainment of Them what don't believe in Him and the Enlightenment of Them what do." Illustrations and letterpress are by the same hand.

Photograph by Mills.

Brown has stepped into the breach, with the happiest result. He is in no sense an imitator, and his sketches do not in any way recall those of the famous caricaturist whose political drawings have contributed so much to the success of the *W. G.* Mr. Francis Brown has lately brought out a book, "The Doings of Arthur," which is likely to be much appreciated as the General Election draws near.

The New Vicereine of India.

The Countess of Minto, now on her way to take up the delicate and onerous duties of Vicereine of India, has already had plenty of experience in Canada, where she and Lord Minto succeeded an exceptionally popular and brilliant pair. Not since Lord and Lady Dufferin were at Government House, Calcutta, and at the Viceregal Lodge, Simla, has the Indian Court been graced by what may be called the débutante element, and Lord Minto's three beautiful daughters will be warmly welcomed by the Anglo-Indian world. The new Vicereine is a daughter of that General Grey who was the intimate friend of the Prince Consort, and she and her brother, the present Governor-General of Canada, have been *persona grata* at Court from childhood upwards; therefore the Prince and Princess of Wales will feel on the most agreeable terms of old friendship and intimacy with their hostess—indeed, it is whispered that Lord Minto owes his important appointment to the fact that no great English noble could have filled the part of Indian Viceroy during a Royal visit so suitably.

"The Princess Royal."

At the time of the Accession surprise was expressed that Her Royal Highness the Duchess of Fife did not at once assume the title of Princess Royal, that borne for seventeen years by King Edward's eldest sister and often added to her personal signature up to the last day of her life. In this connection, it may be stated that during the lifetime of the Empress Frederick the Sovereign did not wish to bestow, even on his eldest daughter, the title which had been so closely associated with his much-loved sister; but now some years have elapsed since the Empress was laid to rest, and the charming old English Royal appellation is revived once more. Our new Princess Royal has led a more or less retired life since her marriage to the great Scottish noble whose name she has now borne for sixteen years. She is, however, always ready to do her part when duty or the calls

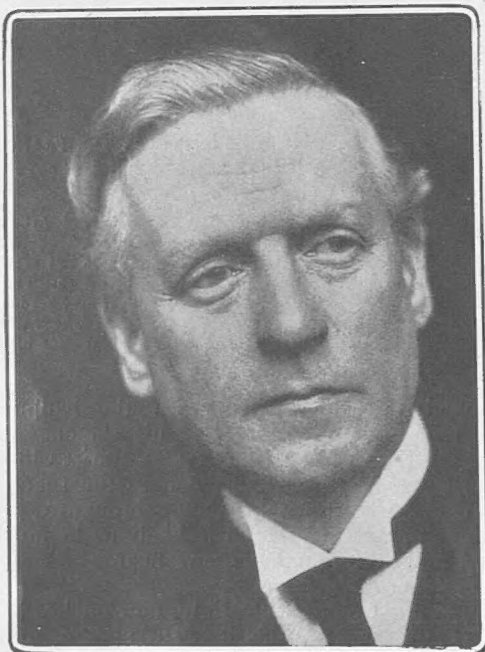


THE NEW VICEREINE OF INDIA: THE COUNTESS OF MINTO.

Photograph by Lafayette, Dublin.

of philanthropy make demands on her time, and as a Scottish and London hostess she lives up to the finer, old-fashioned traditions of hospitality, belonging to the days when those entertained were or became friends, not mere family acquaintances, of host and hostess. Her Royal Highness's two young daughters, the elder our only future Duchess in her own right, have been created "Highnesses," and so in rank are now on the same level as are their numerous cousins of the second generation.

Steps in the Peerage. Lord Windsor and Lord Iveagh are to be congratulated on their respective "removes." A step up in the Peerage is rightly considered a rather signal mark of the Sovereign's favour, and it is one His Majesty has shown himself chary of bestowing.



THE FIRST LIBERAL LORD RECTOR OF GLASGOW FOR OVER TWENTY YEARS:

THE RT. HON. H. H. ASQUITH, P.C., M.P.

Photograph by Beresford.

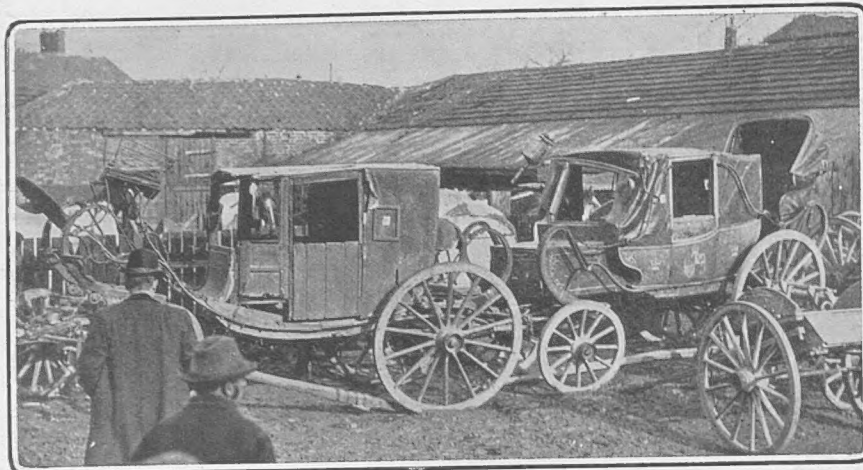
Isle. Lord and Lady Iveagh's sons are now all married, the wife of their heir having been Lady Gwendolen Onslow.

Other Birthday Honours.

The one Birthday Peer is a Scotchman. Mr. Alexander Forbes-Leith, of Fyvie Castle, has long been in every sense of the word an Aberdeenshire worthy and a *persona grata* at Balmoral. During the South African War he showed his patriotism in many practical forms, actually presenting close on two hundred Gordon Highlander Volunteers with free insurance policies, and the Scottish Yeomanry Battalion with two Colt-guns. His elevation to the Peerage adds another American Peeress to Society, for Mrs. Forbes-Leith is American by birth. Of the new Baronets, both Sir W. B. Avery and Sir James Coates are well known in Society.

Archduke and Consort.

The ex-Archduke Leopold of Austria, who was a General in the Austrian Army, is now serving as a conscript in the Swiss Militia. The Archduke Leopold renounced all his titles and dignities, and even his nationality, in order to marry a music-hall singer,



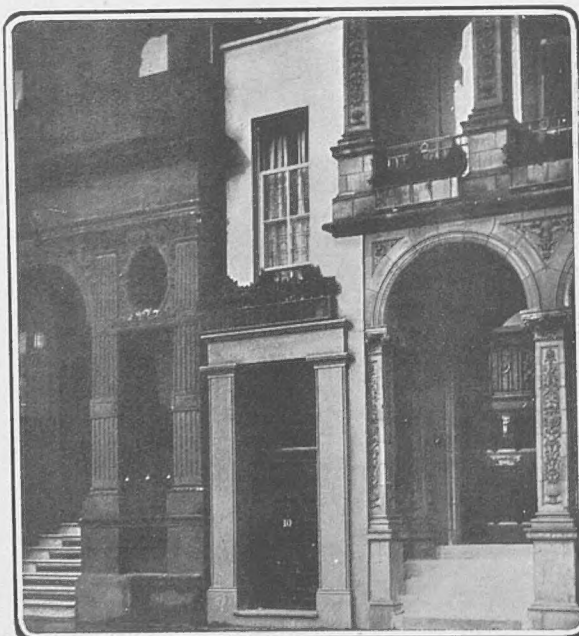
A SOVEREIGN FOR A SOVEREIGN'S COACH: QUEEN ANNE'S CARRIAGE, SOLD AT THE SALE OF SANGER'S CIRCUS.

The dispersal of the famous travelling-show known as Lord George Sanger's Circus did not bring many high prices. The coach which carried the Duchess of Kent to the Coronation of Queen Victoria fetched but thirteen shillings, seven shillings less, as we have already noted, than the Queen Anne's coach.

Photograph by Bowden Brothers.

regarded as among the most important assets of the Government that is believed to be coming can add the title of "Lord Rector" to their other dignities. Mr. Asquith is so fine a speaker that his term of office is sure to be distinguished by wonderful oratory. As for Mr. Haldane, he is a philosopher and a remarkably agreeable man of the world, possessed of all your true Scot's loyalty to his native country.

How they Play Gorky in Paris. They have just been playing the "Lower Depths" of Gorky at the Nouveau Théâtre in Paris, with the assistance of La Duse. The effect was rather odd. Here was a gentleman who writes in Russian being presented on the stage in French, with the chief rôle played by a lady in Italian. The chief actor and organiser of the performance was a descendant of Edgar Allan Poe, an American. Furthermore,



THE SMALLEST HOUSE IN LONDON: 10, HYDE PARK PLACE, W.

Photograph by Brunell.

Mlle. Adamovich. He has been naturalised as a Swiss, and is now serving his period of instruction as a recruit, under the name of Leopold Wolfing. The ex-Archduke is not doing things by halves, for he sweeps out the barrack-yard and takes his turn in everything with the humblest of his comrades.

Radical Lord Rectors.

If such substantial straws as Mr. Asquith and Mr. R. B. Haldane can show the way the political stream is running, then there should be rejoicings in the Liberal camp. Glasgow and Edinburgh Universities have fought shy of Radical Rectors for over twenty years, but now the two clever politicians who are



THE FIRST LIBERAL LORD RECTOR OF EDINBURGH FOR OVER TWENTY YEARS:

THE RT. HON. R. B. HALDANE, P.C., M.P.

Photograph by J. Caswall Smith

the Company, which is recruited from amateur enthusiasts, played, like all amateur enthusiasts, quite inaudibly. The French you could not hear, and the Italian you could not understand. It might have been a Browning poem, so cleverly was the sense concealed. But Gorky is an "atmospherical" writer; so, clearly, it did not matter, since atmosphere is good in all languages—or rather, bad, when the ventilation is defective.

Of Interest to Sporting Land-owners.

The Duke of Grafton's letter to the *Times* concerning partridge, and pheasant rearing at Euston has aroused a good deal of interest among sportsmen. The venerable Duke, on becoming owner of Euston, entirely changed all the bird-rearing conditions of the place, and tried an experiment which seems to have been a splendid success. This was simply to add game-birds' eggs when nearly hatched under hens to wild-birds' nests. This system, which has been on trial for over twenty years, has resulted in thousands of really wild birds, and the shooting improves each season instead of deteriorating.



A NOTED COUNTRY HOSTESS: LADY DE TRAFFORD.

Photograph by the Cornay Gallery.

anniversary of their wedding-day. But an enthusiastic love of sport has kept the popular Roman Catholic Baronet boyish in face and figure; and Lady de Trafford is one of the many well-known women in Society who seem to grow younger rather than older every year. Lady de Trafford has a pretty young daughter and three sons, of whom the eldest, who bears the family name of Humphrey, is now fourteen.

The New Lord Montagu.

The House of Commons will miss Mr. Scott-Montagu, who succeeds to the peerage as Lord Montagu of Beaulieu. His active habits will be wasted in the Upper House, but perhaps he will find as many men there who dislike the motor-car as there are among the Commons. He was the first member to drive a motor to Palace Yard, and his appearance with such a vehicle disconcerted the policemen. Last Session there were frequently more motors than horse-drawn private carriages waiting for members at the dinner-hour. Mr. Scott-Montagu was well known also as a newspaper correspondent. His political

Lady de Trafford. Lady de Trafford is one of the most noted of country hostesses, and, it may be added, of the hunting hostesses, for her husband's beautiful place, Hill Crest, is in the very heart of the Leicestershire hunting country. *Ne* Miss Violet Franklin, she is noted for a curious fancy of constantly wearing what may be called her name-shade of colour, and she first made purples and violets *à la mode*. Sir Humphrey and Lady de Trafford's marriage took place when they were both very young, and next year they will celebrate the twentieth

Mr. Evelyn Milnes Gaskell. St. Peter's, Eaton Square, has rather fallen out as a fashionable temple of Hymen, but it makes a fine background for a smart marriage, and Lady Constance and her bridesmaids—the latter gowned in brilliant rose-red taffetas frocks—made an exquisite group of youthful maidens. The bridegroom is a nephew of Lord Portsmouth, and, like him, a Liberal; but Lord Ranfurly, as all the world knows, is a noted Ulster Unionist. Fortunately for British politics, such differences of opinion are not allowed to interfere with Love's young



LAST WEEK'S GREAT WEDDING: LADY CONSTANCE MILNES-GASKELL.

Photograph by Reano.

dream. Lady Constance Milnes-Gaskell has already seen a great deal of the world, and especially of Greater Britain, for her father was one of the most popular Colonial Governors of recent years. He is proud of the fact that he is descended from John Knox, but one wonders what that great Scotchman would have thought of a girl descendant who, even in her teens, was a natural-history specialist, for Lady Constance can actually claim to have discovered a new kind of snail!

A Scotch Member's French Château.

The Château de Varennes, a very fine house, surrounded by woods and vineyards, near Angers, which Mr. D. V. Pirie, M.P., inherited from his father, has been burned down. A valuable collection of pictures and old china was destroyed, and the damage has been estimated at one million francs. The house was let to a French family, and the tenant had just time, when the fire was discovered, to carry out his invalid wife. Mr. Pirie's mother was a French lady. He is a director of Alexander Pirie and Sons, paper-makers



A "SKETCH" ARTIST AT WORK: MR. LAWSON WOOD, WHO IS SHOWING A NUMBER OF HUMOROUS DRAWINGS AT THE DORÉ GALLERY.

Mr. Lawson Wood, whose work is so well known to readers of "The Sketch," has a one-man show at the Doré Gallery, where some old friends and numerous new ones are on exhibition. Mr. Wood who is only twenty-seven, studied at the Slade School.

Photograph by E. H. Mills.

notes from the Lobby, where he was a familiar and popular figure, appeared regularly in a morning paper. If he gives as much time to politics as to motoring, he will be a member of a future Conservative Government, for his abilities are much above those of the average Under-Secretary, and he is an agreeable speaker. He is not quite forty, and is married to a daughter of the late Marquess of Lothian.

Lady Constance Milnes-Gaskell.

Last week's great wedding was that of Lord Ranfurly's daughter, Lady Constance Knox, and

at Aberdeen. He was in the 3rd Hussars, and saw a good deal of service in Egypt and the Soudan, but prefers to be known as "Mr." rather than as "Captain." He organised the relief of the wounded in Greece during the Græco-Turkish War, and, although he was opposed to the Boer War, he volunteered for service and was re-elected to Parliament while out in South Africa. His opponent was asked if he was in favour of jobs being kept open for Volunteers at the front. "Yes," he replied. "Then," came the rejoinder, "why are you trying to take Captain Pirie's job?"



THE TAMMANY VICTORY IN NEW YORK: MR. MCCLELLAN, WHO HAS BEEN RE-ELECTED MAYOR. The final returns in the New York municipal elections gave Mr. McClellan the small majority of 3,485 over Mr. Hearst, the well-known newspaper proprietor. Mr. Hearst alleges that he has been beaten by wholesale fraud and corruption, and states that he will contest the election.

Photograph supplied by Boleys.



A MAYOR OF A FAMILY OF MAYORS: MR. F. F. SMALLPIECE, MAYOR OF GUILDFORD.

Mr. Smallpiece, who is Mayor of Guildford for the municipal year just begun, holds his honour in unique fashion. He comes of a family that has given no less than thirteen Mayors to the same town. Their services extend over a period of four hundred years.

Photograph supplied by Boleys.

THE STAGE FROM THE STALLS.

By E. F. S. ("Monarch.")

"THE CORRECT THING"—"THE VOYSEY INHERITANCE."

THERE is nothing, in my knowledge, to show the date when Mr. Sutro wrote "The Correct Thing," his short comedy now played at the Shaftesbury. It is not quite a novelty, since it was acted once at a Charity Matinée. People are apt to presume that the last play produced is the latest written by an author, and many fallacious deductions have been based on the presumption, for when a man has made a hit early works that have been despised acquire value and reach the footlights. "The Correct Thing" seems like an early work; there is audacity in the subject, the sympathetic treatment of a woman whose lover abandons her when he proposes to marry somebody else, a woman who, to adopt her phrase, became his mistress with her eyes open. Yet there is a theatricality in the treatment which leads the author to a violent improbability in order to reach a dramatic situation, and almost nullifies the audacity. The result is a nicely written, unconvincing duologue, acted excellently by two clever people, Miss Darragh and Mr. Nye Chart, neither of whom succeeded in making a great impression.

It would be foolish to suggest that Miss Darragh and Mr. Nye Chart do not, at the least, possess as much talent and skill as the players in "The Voysey Inheritance"; nevertheless, whilst everyone talks of the acting at the Court, the performance of "The Correct Thing" excited no enthusiasm. In the long run, the public and the critics will recognise the fact that in many cases the parts make the players, assuming, of course, that those chosen to act are intelligent and unselfish. Everybody felt that "The Voysey Inheritance" was brilliantly acted; but only a minority guessed that the credit was chiefly due to the author, and, without disparagement to the talented, earnest artists in question, one may say that, if transplanted in a body to an ordinary conventional comedy, probably they would have given a conventional, by no means remarkable, performance. Of course, it is easy to act badly, to play for one's own hand in a comedy like "The Voysey Inheritance," but such a work apparently excites enthusiasm and unselfishness. A play as long as Mr. Barker's and as full of thought is necessarily puzzling; it demands more than one visit, and I should be delighted to accede to the demand. The characters refuse to be put into categories; they have a way of overlapping, and in this are successfully imitated from Nature; yet, if neither black nor white, they certainly cannot be called dull grey, since they are very vivid, and most of them truly entertaining. There is a merciless, grimly humorous vivisection of middle-class ideas, pushed brutally so far that you are persuaded that in the Voysey family the noble word "honour" spells no more than "respectability," and "respectability" means only "decent reputation"; their vices and foibles are handled so finely in the spirit of comedy that our laughter is our criticism upon them, and we are most amused when the members are most in earnest; while the cleverest lines are those in which the author forces them, in a few phrases, to show their souls.

Major Booth Voysey never opens his mouth to utter in a dominating fashion fatuous counsels without causing roars of laughter, and the workings of his mind are as obvious to the audience as the fallacies of the Tariff Reform League to a political economist. Mr. Charles Fulton caught the manners, caught even the mind of the man perfectly.

The other members of the Voysey Family are quite as interesting. The "Inheritance" itself is even in a way fascinating. In making the inheritance a figure in the play, in embodying it, Mr. Barker has had a remarkable success. The solicitor's business, that cursed the grandfather and the father and tortured the son by its power of turning men out of the straight path, becomes almost a living thing, and its seductive influence tends to twist the minds even of the audience. One is uncertain whether the author may not have been affected by it. Perhaps he is preaching what he deems the higher morality, is putting forward for admiration Edward Voysey's altruistic brigandage, is preaching, as if true, doctrines that would be scouted by the Discipline Committee of the Law Society and denounced by the Divisional Court. On the other hand, Mr. Barker may merely be pushing to extremes a revolt against the theory that a work of art should contain a judgment, a dangerous revolt as far as the commonweal is concerned, since the public always believes that a serious play has a moral and is likely to take some of the ingenious sophistries of the characters as representing the sober opinions of the author.



MME. YVETTE GUILBERT IN "CHANSONS PIÉROT."
Mme. Yvette Guilbert gave a recital at the Bechstein Hall yesterday (14th), and added to her "Chansons Pampadour and Crinolines," "Chansons Piérot."
Photograph by Scheraga & Co.

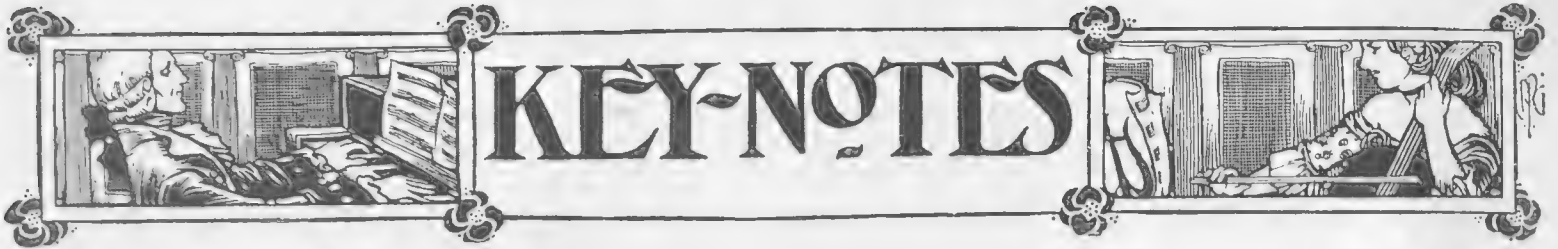
It is a peculiarity of the play, an advantage and a defect, that, if you do not care about the serious parts concerning Edward and his strife to make good the fortunes of the poor clients at the cost of the rich and risk of his own liberty, and even if the strange and, I think, beautiful, reticent love-passage between him and Alice does not move you, there is quite your money's worth in the comic scenes and the humorous dialogue; during about half of the play laughter is almost incessant. Yet people must be warned against thinking that they are laughing at the dramatist when they are laughing with him. When an author writes at all strangely and earnestly, people are apt to think that his comic passages must be unintentional; the most noticeable case in point is that of Ibsen—some writers cannot be induced to believe that his humours are intentional. In addition to Mr. Fulton's clever acting, one might mention nearly a dozen noteworthy performances, among them the quiet, beautiful Alice of Miss Mabel Hackney, the finely humorous lady journalist by Miss Henrietta Watson, and the perfect study of old Mrs. Voysey by Miss Florence Haydon. Moreover, Mr. Thalberg Corbett played admirably as Edward, and Mr. A. E. George gave a powerful picture as his father. The old-man character-acting of Mr. O. B. Clarence is really brilliant. Mr. Dennis Hadie played very cleverly, and Mr. Trevor Lowe gave a skilful little picture.

"MRS. GIRDLE."



MISS CONNIE EDISS,
WHO IS PLAYING IN "THE SPRING CHICKEN," AT THE GAIETY.

Photographs by Ellis and Walery.



THE name of Richard Strauss is rapidly becoming one that is received among English musicians with popular applause, and certainly with universal delight. One cannot help but feel that the facilities of travel have brought the great composers of our own time closer to us than it was possible to bring the composers of their days to the older generations. Of course, when Salomon invited

Haydn over to these shores to conduct a special series of Symphonies for his particular concerts, that series was met with unbounded enthusiasm, and the audiences which attended it could find no form of praise sufficient for Haydn. This is an example in point. The very fact that, by dint of hard work and much labour, the Kapellmeister of the Emperor of Austria (as he was called in those days) had brought himself to the composition of great symphonies, and had been invited to this country, shows that in old days there was a communication between nation and nation which is now immeasurably increased because the means of communication are so

heard this work for the first time after frantically applauding the first-night of, say, "The Bohemian Girl."

It is now recognised that Mr. Raoul Pugno is one of the most delicate and charming players of the pianoforte among the pianists of to-day. His playing at the recent Broadwood Concert was most attractive in every possible sort of way. Mozart, in his pianoforte work, seems simple enough to the ordinary amateur: yet to one who attempts to realise Mozart's intention it is difficult enough to fulfil Mozart's ideal in music. Mr. Pugno is a master of Mozart's pianoforte work; and in the Sonata in D Major he showed such wonderful lightness of touch, such extraordinary delicacy of mere fingering, such rapidity of execution, without in the least overdoing any sentiment, or falling short of the same sentiment, that one could only feel at the end of his interpretation that here, at last, Mozart was understood, through his apparently simple pianoforte-work. On the other hand, it would seem unlikely that a man who plays Mozart so exquisitely should play Chopin with equal fineness. Mozart, out of his inner feeling, looked out at the world with broad and inquiring eyes. Chopin never thought of the world, but always considered his own very fine but somewhat narrow and interior ideals. In Chopin, therefore, Mr. Pugno was not so successful; but in Handel he again showed his supremacy by a very fine performance of a Gavotte and a Gigue by that master. Miss Muriel Foster assisted Mr. Pugno at this Broadwood Concert, and sang various songs by Sir Hubert Parry, Brahms, and others. She always sings finely, and on this occasion she showed particularly how deeply and earnestly she feels all the music which she selects for interpretation. Every encouragement should be given to these Broadwood Concerts.

"La Traviata" is an opera which shows that Verdi was just preparing himself to cope with what was then being called the "Music of the Future." He had not quite deserted the symmetrical feeling of his earlier time, and he was anxious, at all costs, to look forward to the later time. The result was that he wrote this opera, which contains some of his most charming melodies, while, at the same time, his orchestration in it is far fuller than that of "Il Trovatore" and its predecessors. The performance at Covent Garden last week, with Melba in the part of Violetta, showed amply that this theory is not far-fetched, nor is it difficult to understand. In a certain sense, Verdi has established a record among musicians. We talk about Beethoven's three periods, about Wagner's different periods, and about the advance which many a musician has made upon his earlier work. But the versatility which sent Verdi into the spirit of his later days is one of the most extraordinary facts of music. "La Traviata" has many lovely melodies, and is also orchestrated upon a much larger scale than the earlier operas. The part of Violetta is written with a great sense of beauty throughout, and of that fact Madame Melba availed herself very finely.

Mischa Elman's Violin Recital at the Queen's Hall a few days ago showed once more how mature are his powers and how extraordinary is his gift of interpreting, not in any boyish but in a fully artistic way, the works of great masters. His playing of great compositions by great masters proves that he stands among the finest violinists of his time. He is no prodigy; he is a mature artist. COMMON CHORD



IN MEMORY OF MOZART: THE FOUNTAIN, BY CARL WOLLCK, ERECTED IN VIENNA TO COMMEMORATE THE 150th ANNIVERSARY OF THE GREAT COMPOSER'S BIRTH.

Photograph by Hutin, Trampus, and Co.

much easier. Haydn, however, was an exception. It is true that Mozart in his younger days came over to England; but he was hailed as nothing more than a musical prodigy. Yet a man like Strauss has only to compose a work, and finish his score, and within practically a few months of its completion we have it produced in England, and English critics are able to say precisely what they think about it.

When the "Sinfonia Domestica" was first given in this country, there was a general feeling against both its harmonic combinations and its curious intrusion of melody where no one expected that melody should be included. The chances are that had Strauss been living and been composing the same kind of work a hundred years ago, that work would have been ignored entirely, or set aside as one of those things which might possibly in the end attract attention simply by reason of its ingenuity. The facilities of travelling have now upset all those ideas, and, therefore, it is scarcely reasonable to suppose that a really great musician will nowadays live out his life in such poverty and such misery as, let us say, Schubert, who depended upon his immediate surroundings for approbation, and never had a chance of European success. At the present moment, Strauss, whose Symphony about which we have just spoken was produced at the Queen's Hall on a recent Saturday afternoon, is welcomed with enormous enthusiasm. Although there is no doubt that this work is not altogether in sympathy with the music of, let us say, fifteen years ago, the public is becoming eager to anticipate novelty, because novelty nowadays is so quick in coming and is so quickly understood. The performance was magnificent, under the conducting of the composer himself. His energy and authority controlled all the difficulties and all the obscurities—if such words may be used—of the score; and one really felt that, as the present writer has often maintained, there is a definite feeling of simplicity and of quiet and beautiful melody running through the whole work, even though it be surrounded by an embroidery fashioned out of the combination of most delicate and most startling colours in music. We have said that the public is now greatly attracted by this kind of composition, and it is pleasant to record that Strauss was awarded an ovation of particular enthusiasm at the close of the performance of the work. One rather wonders what would have been the feeling of an audience who might have



MME. ALICE ESTY'S RETURN TO THE COLISEUM: THE WELL-KNOWN PRIMA-DONNA IN "IL TROVATORE."

Mme. Alice Esty has returned to the Coliseum after a comparatively brief absence, and is singing the rôle of Santuzza in "Cavalleria Rusticana."

Photograph by Campbell-Gray.

WHAT DID HE MEAN?



"How do you like this weather?"
 "Most disagreeable."
 "And how's your wife?"
 "Just the same, thanks."

DRAWN BY CHARLES CROMBIE.

WEEK-END PAPERS.

By S. L. BENSUSAN.

*The Cunning of
Fur and Feather.*

Do birds and beasts change their habits in order to evade new forms of pursuit, or have they a reserve stock of cunning for use in emergencies? I have been forced to conclude that, while game shows little resource on highly preserved estates where shooting operations are facilitated by countless beaters, the conditions tend to vary on rough shooting, more particularly in places where cover is scanty. In many parts of East Anglia, where arable land predominates over grass, and woods are few, partridges, hares, rabbits, and wild pigeons seem to borrow some of the cunning associated with the fox. They have been bred on the land, and are accustomed to a wide range of view that makes pursuit difficult, and yet, in places where even hares will get up wild, newly arrived migrants, like woodcock, come easily to the gun.

*Brer Hare Lies
Low.*

"But if thou needs must hunt,
be rul'd by me;
Uncouple at the timorous, flying
hare."

So Venus advises Adonis in the delightful poem that Shakspeare or Bacon wrote, and I quoted the advice the other afternoon to a friend who would try to walk up partridges on some stubble-fields, ignoring the fact that the birds were reluctant even to stay in the same parish with us. He agreed to the suggestion, and led the way to a stubble that stretched to the marshlands. "Walk it closely," he cautioned; "they lie very low." So the two guns and two lads took a ten-acre field in four beats, and found nothing. "Drawn blank," said my companion, and even as he spoke he almost trod upon a rabbit. Away it went for about twenty-five yards, and was bowled over. As the gun went off, a hare rose from a form that was not three feet away from the path my friend had followed. He could have reached it had he stopped at the proper moment and stretched his gun out. Happily, or unhappily, it was still within range. Warned by this, we walked over the field again, and another experience of the same kind resulted. A rabbit rose, and when the gun went off another hare got up, and, escaping the attentions showered upon it, scurried uphill. With my field-glass I saw "Poor Wat" run a full half-mile.

*A Wily
Covey.*

Later in the same day, while we paused under a thick and high hedge, a big covey of birds lighted in the field next to us, not twenty yards away, where the grass is rough and coarse and long. I saw them settle, told my companion in dumb-show, and motioned to the lads to make a detour and send the partridges over to us. We waited patiently, feeling that a couple of brace were in the bag. The boys came forward. I could see their caps and then their heads, and wondered why no birds rose. I began to think they were runners, and to anticipate my friend's sarcastic remarks when the hedge was reached. On came the lads to within ten yards of the ditch, and then one of them called out, "Nothing here, sir." Almost before he had finished speaking, the covey rose, ten yards behind them, some going back and others to the right or the left, and never one coming over the hedge where we were waiting! Had the sun revealed our gun-barrels, or did the

birds realise that the boys carried no weapons? We were in the proper place, but they would not even fly down wind. I should have been well pleased to secure some of the covey; I should be better pleased still to understand the causes of their action.

Foxes and Jackals. I have been reading about the damage alleged to have been done in the shires by a jackal or jackals. The turning down of imported foxes is a notorious fact, and one that hunting men regret, but I cannot believe that anybody who knows jackal cubs could mistake one for a young fox. If jackals are at large in these islands, I incline to the belief that they were put down in malice. I have shot jackals, and kept a young one as a pet, and cannot see that a mistake could be made. Their odour is different, their brush is shorter, and their cry is unmistakable.

*Late-Breeding
Wild-Fowl.*

I was visiting a friend's wild-fowl decoy a few days ago. The pond carried a goodly company of mallard and duck and widgeon. There were one or two pintails, but no teal. The owner of the decoy, who takes a keen interest in his web-footed visitors, asked me if I could explain a curious matter that puzzles him. Just now he is getting many birds that were hatched about May and are in their first plumage. Presently he will find fully developed birds that may be of any age. But by the back-end of January there will be visitors that were born in September or October, or even later, and are in their earliest plumage, fully fledged for the first time in their short lives. These birds come in on certain winds—from the north-east, if I am not mistaken. Where were they bred, and what is the length of the journey they have taken? Are they late second broods of birds that rear their first family at the usual time, or is there any part of the world beyond the ken of naturalists where breeding-time comes in September and the young see light for the first time in October? They are all duck, widgeon, or teal, and generally arrive with their special wind in advance of a heavy gale.

*Foxes and
Decoys.*

Everybody who has seen a decoy knows that the 'coy-man employs fox-coloured dogs to attract the birds, and one of the reasons given is that the wild-fowl mistake the dog for a fox, and, realising that he is an enemy, wish to scare him away. I find it very hard to accept this theory, for I believe that if wild-fowl see a fox they are willing to give him that corner of the world to himself, and go elsewhere as fast as their wings can take them. But the decoy I have been writing about was visited by a fox the other day, and he jumped the screens that stand in echelon round the pond and looked out to where so many birds, so near and yet so far, were gathered. The 'coy-man saw him from the far

side of the water, and, although the wild-fowl had refused to take any notice of the dogs an hour before, more than thirty of them entered the pipe where the fox was standing. 'Coy-man hurried round, but the fox scented him and sought fresh fields and pastures new, and the fowl hurried back to their pond—just in time.



A BIRD'S-NEST AND EGGS IN A BUNCH
OF BANANAS.

The nest and eggs were discovered, as here illustrated, when the bananas reached London.

[Photograph by Illustrations Bureau]



THE BAPTIST CHURCH AT TOWCESTER TRANSFORMED INTO A
MOTOR-CAR GARAGE AND SHOP.

A shop and an office have been erected in front of the building, and the church itself is now a garage.



INSPIRATION.

DRAWN BY DUDLEY HARDY.

R. A. B.

of the Admiral's eye," and put the lad under arrest for trial. All's well that ends well. The Middy broke out during the night, and was seen in the morning far up the mountain-side looking for more deer. This time he was better armed. He had taken the Admiral's best rifle.

The Quik and the Dead

Dr. Norman Moore, who lectures to-morrow before the Royal College of Physicians on Sir Thomas Browne and the education of London physicians in the seventeenth century, should be

able to tell some strange stories of that period when between medicine and the "black art" the dividing-line was not too sharply

drawn: when powdered mummy was of sovereign virtue for anything which ground gems would not cure. "I defy any person whom I have ever attended to accuse me of ignorance or neglect," said one of these worthies. "Dead men tell no tales," he was immediately assumed. "Going home with your work?" generally queried another wit, as he saw a doctor following a corpse. But the man of medicine is proof against this sort of pleasantry. We are as charitable enough when we send for him in his professional capacity. The late Sir Henry Thompson must have felt himself well recompensed for his cure of one troublesome patient who at death left him £75,000. What exceeded the reward, but not the romance, of a French doctor who had as patient Mme. Lenormand. She was dying when Eugene Sue's "Mysteries of Paris" was appearing in serial form, and promised him twenty thousand francs to keep her alive.

long enough to read the last chapter. She had her wish, and he
 was within ten minutes.

Indiscriminate Fine. Mr. John O'Donnell, the most recently arrested Irish M.P., may console himself with the reflection that greater men than he have endured a similar experience. Heed was arrested when on his way to fight a duel with Daniel O'Connell; and men as noted in other walks of life have borne the same fate. On even the same London has seen Sir Benjamin Franklin, when visiting that city after the death of George Street in time to see Sergeant Ballantine protest against the rough usage which a woman was receiving from a constable. "I'll arrest you," said the latter to the latter, "but

ROYAL GIFTS FOR THE POOR ON VIEW AT THE IMPERIAL INSTITUTE:
SOME OF THE PRINCESS OF WALES'S WORK.
Illustrations by the Illustrations Bureau.

A. Windsor
A. GOSNOLD.

There are anxious moments for those who assist at battles such as are the order this week at Windsor in honour of the King of the Italians. It is impolitic to bring down a bird that a King has missed; worse still to claim the shot. Even in less capital circles the same law operates. A deer-drive in Rodriguez, arranged

ROYAL GIFTS FOR THE POOR ON VIEW AT THE IMPERIAL INSTITUTE; CONTRIBUTIONS FROM PRINCE ALBERT, PRINCESS MARY, AND PRINCE EDWARD.
(Photographs by J. H. Thompson, 1900-1901.)

For the gratification of an distinguished visitor, had Admiral Sir William Kennedy as its organizer. When a herd of deer came bounding down in the direction of the guns, the gallant Admiral let fly at a snag, but missed him. Every one of the party also missed, until the stag came within reach of a Midday, who, armed only with an old smooth bore, dropped the stag. The Admiral was obliged to be content with the deer and its antlers as a trophy.

obstructing me in the execution of my duty." Cockburn thereupon intervened. "I arrest you also," said the military officer, grabbing the Attorney-General. "Arrest me? For what?" "Oh, for many things," was the reply; "you are well known to the police. Luckily for that officer, there were those about who knew the parties concerned; he could not arrest them all, so let the more distinguished members of the party go." (1847)

HAUNTINGS.



III. THE OBSESSION OF THE MOTORIST.

DRAWN BY H. M. JEFFREY.

THE LITERARY LOUNGER.

MRS. GRANT RICHARDS informs us that she has no intention of publishing any cheap reprints at present—the market being overstocked. She has, however, two series of books in preparation. One is the Chap Books, of which the first two volumes will be edited by Mr. John Masefield. They will be entitled “Lyrist of the Restoration” and “Essays Moral and Polite, 1660-1714.” Another is the Venetian series, in which will be reprinted from time to time rare works not otherwise easily accessible. The first will be the “Cypress Grove” of Drummond—a limited edition which will not be reprinted. Very special care is being taken to make these books at once beautiful and unusual in appearance.

The fourth volume of Mr. Herbert Paul’s “History of Modern England” will include the period between 1876 and 1885. Home Rule will be reserved for future treatment. Special attention will be given to the war between Russia and Turkey in 1877, which ended in the Treaty of San Stefano the year following.

Who is the successor to Henty? According to some people it is Mr. Herbert Strang, the author of “Kobo.” Messrs. Blackie will publish early in the new year his new book, “Brown of Moukden,” which deals with the exploits of an English boy in the Russo-Japanese War.

A fantastic novel is announced for early issue in which a Bishop of the Church of England plays a Robinson Crusoe rôle.

Mr. W. M. Meredith, the son of George Meredith, who is well known as one of the most enterprising and successful of the younger London publishers, has prepared 150 sketches of scenery in Wales which will appear in a new volume, entitled “In the March and Borderland of Wales.” Mr. Meredith’s illustrations are said to be unhackneyed in subject. The letterpress of the book will be written by Mr. Bradley, well known as the author of “Highways and Byways in North Wales” and other topographical books.

The books of the late Lafcadio Hearn are gradually making their way in England. The “Romance of the Milky Way” lays before the reader Hearn’s theory of literary composition and his practice. This book is to be followed by a volume of familiar letters.

Father Gapon’s “Story of My Life” will be published in volume form by Messrs. Chapman and Hall. Father Gapon, it is said, now lives in France, and has no intention of returning to Russia.

The series of books on “Famous Presses” that has been inaugurated by the Kirgate Press makes a promising start with two volumes. The first deals with Horace Walpole and the Strawberry Hill Press (1757-1789), which was established at Cambridge, Mass., by Stephen Daye, and for over a generation was the sole representative in English-America of the art of printing. Among the contents of the volume is a bibliographical list of the issues of the Cambridge Press.

The subject is treated from a historical as well as a bibliographical point of view. The author, R. F. Roden, describes the work of the Press and its progress from its establishment to its dissolution.

It is very easy and very common to accuse Macaulay of inaccuracy, but to point out specific blunders is a great deal more difficult. One writer, however, has laid his finger on what seems to be a misstatement of fact in his history, which, though it may be unimportant, is nevertheless an error. Macaulay says: “On the twelfth of November (1685), the House of Commons resolved itself into a

Committee on the Royal Speech. The Solicitor-General, Heneage Finch, was in the chair.” It is said by Lord Campbell, in his “Lives of the Chancellors,” that Heneage Finch died Dec. 18, 1682, and that he received the appointment of Solicitor-General on June 6, 1660, holding the same for ten years, when he succeeded Sir Jeffrey Palmer as Attorney-General. Lord Campbell, too, specifically states that at this Session of Parliament it was the Lord Chancellor Jeffreys who presided. It seems certainly true that Heneage Finch died in 1682. On May 12, 1681, he was created Earl of Nottingham. He passed away in his sixty-first year, after a life of unremitting official and professional toil.

I learn with much pleasure that Mr. Henry Frowde is to publish the Last Poems of Canon Dixon. The poems have been selected and edited by Mr. Robert Bridges. I hope this means that the best of Dixon’s early work is to be preserved. There was a time when it seemed as if Dixon would hold a place in English poetry similar to that of Rossetti and William Morris. He was associated with them in the production of the

Oxford and Cambridge Magazine; but he turned aside to Divinity and Church History, and now only a few students know his work. His reputation is safe in the hands of Mr. Bridges.

Mr. John Lane is adding to the Country Handbooks “The Little Farm,” in which hints are given for fruit-growing and the raising of small stock, hens, geese, turkeys, etc. The author has not attempted to instruct the reader as to the management of a farm; the book is rather for the townsman who proposes to have a small country-place of his own. This useful little volume is illustrated from photographs and drawings.

Mr. Eveleigh Nash has arranged to publish a work, entitled “Famous Beauties of Two Reigns,” by Mary Craven, which, I understand, is the maiden and pen name of Mrs. Charles John ffoulkes, whose husband is the heir-presumptive to the estate of Erviatt, Denbighshire, which has been in the possession of the ffoulkes family since the beginning of the fifteenth century. The two reigns dealt with are those of Charles II. and George III., and the book will contain an introduction by Major Martin Hume. o. o.

“AJAX” DEFYING THE MOTOR.



“COME ON, THEN. I’M WIRE-HAIRED, SO MIND YOUR TYRES.”

DRAWN BY G. VERNON STOKES.

FIRST CATCH YOUR HAIR.

MRS. GLASS REVISIT.



"HARD OR SOFT BRUSH, SIR?"

Drawn by J. TASSA L.

HOUSEHOLD GODS.

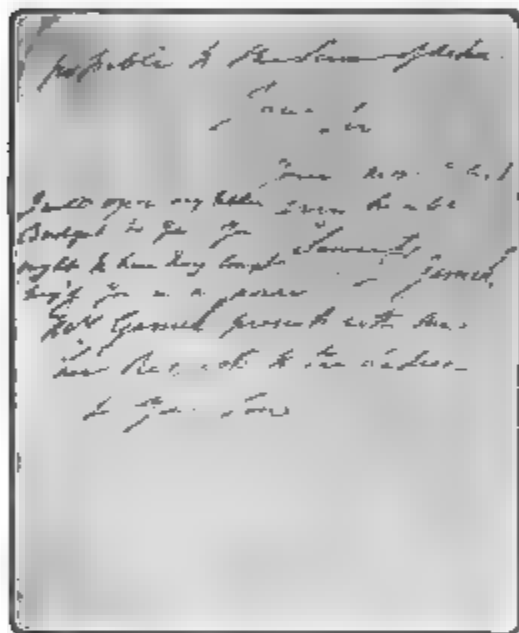
VI.—THE LATE SIR HENRY IRVING,—17, STRATTON STREET, PICCADILLY.

SPECIALLY WRITTEN AND ILLUSTRATED FOR "THE SKETCH"

YET a few weeks and the collection of souvenirs that made the late Sir Henry Irving's rooms in Stratton Street so dear to their owners and so interesting to his friends will be offered for sale at Christie's. Such was the wish of the dead, and doubtless it will avail to give many of his countless admirers a souvenir of the man whom they honoured on the stage and off. The flat in Stratton Street, to which the actor went after leaving his well-known rooms at the corner of Grafton Street and Bond Street, is filled with books, pictures, statuettes, bronzes, prints, stage ornaments, manufactures, presentation cassacks, towels, and other items of interest, all more or less directly associated with the stage life and work of their amiable owner.

In the entrance-hall one sees the late Onslow Ford's beautiful statuette of the dead actor as Hamlet, and in the study where he worked, often to the detriment of his health, is a statuette that shows him as Malvolio in "The Taming of the Shrew." In this same study are portraits of Dickens and Foote, Leigh Hunt and Tennyson, to say nothing of the little dog Fussy, to whom the actor was so devoted. In the drawing room, one of the most interesting pieces of furniture is the cabinet that contains perhaps the greater part of the ornaments worn by Irving in his different plays. Included among these is the

costume worn by Macready in "Hamlet," which, it may be remembered, he first played in 1811 at New Castle. Turning back again, in the entrance hall one may see a big collection of walking sticks, including the one used by Sir Henry in "Othello." This memento came belonged in its time to Tom King, who carried it when he played the part of Sir Peter Teazle. There are swords, too, including those used in "Faust" and "Ruy Blas." The walls of the hall have many interesting pic-



A LETTER FROM DAVID GARRICK.

tures, including one of David Garrick as Hamlet, a fine portrait of Dante, given by an admirer in memory of the actor's performance in the play of that name, and the sketches made by Alma-Tadema for "Coriolanus." A picture of Irving by Whistler, the original "Macbeth" sketches by Gustave Doré, and some drawings by Barnard are, perhaps, the pick of a collection that is of unrivalled interest to those whom the theatre attracts.

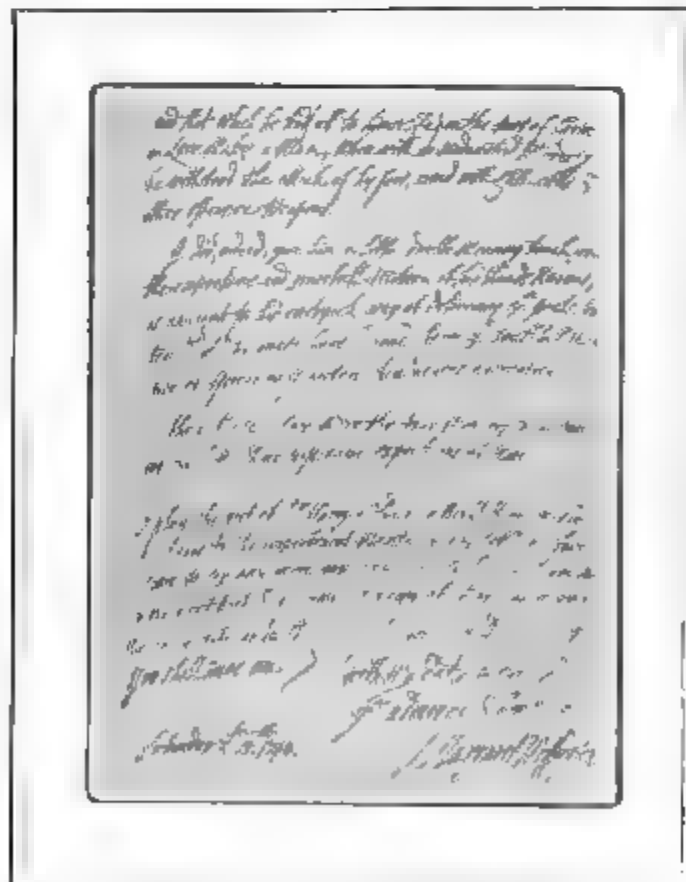
Among the great actors who are recalled in some fashion or another by souvenirs that Sir Henry Irving had collected in the old days of Grafton Street, and took with him to his flat one may mention, in addition to David Garrick and Tom King, Edmund Kean, J. L. Toole, Squire Bancroft, W. Chipperdale, Macready, and many others who, while their names are less familiar to the general public, were justly esteemed in their profession.

Very little more than a casual survey is needed to convince the visitor that, in spite of the large number of souvenirs, every article belonging to Sir Henry Irving had an intimate and direct claim upon his regard. To those friends who remembered his early history, with its heavy load of cares and scanty reward, there was much in these cosy rooms to recall the earlier times, for some of the souvenirs belong to a period when Irving had not come to his kingdom and seemed unlikely to do so. That he was a philosopher, able to estimate the world's gifts, good and bad, at their proper value, is suggested by the number and quality of his books. He was a great and discerning reader, giving to study many of the hours that lesser men would have devoted to recreation. His library is an extensive one, chosen with care and taste, and including many books as beautifully wrought by printer and binder as by the author himself. Perhaps the actor's bookshelves carry a subtle criticism of the charges brought against him that he did not encourage modern

playwrights. He was closely in touch with the literary movement of his time, and it is fair to suggest that he knew the work that was being done around him by poets and professed playwrights. The first feeling of the man who visited Irving in Grafton Street or Stratton Street is one of regret that the collections that made the rooms remarkable are to be scattered to the four quarters of the earth. Later, that feeling passes. It is impossible to overlook the fact that a large number of the curios and articles of vertu were, in a certain restricted sense, part of Irving's life, and were so intimately associated with him that to keep them together now, when the master has gone, would only help to accentuate the sense of his loss. They had so distinct a relation to him that if we were to revisit the rooms and find them in their old familiar places the regret at the master's absence would be doubly keen. But if they pass to hundreds of homes, and it is no exaggeration to say that there is ample material for so wide a disposition, they will keep his memory green in many places where there are friends to regret that an actor's memory is necessarily short-lived. So soon as the generation that knew the man has passed his memory will fade, and to young people who did not know him in his prime he cannot be a long-lived memory. And yet he was one of the best-loved of men. You have but to look through his rooms to realise that, while many of the souvenirs that have come his way are, of course, the gifts of personal friends who felt his magnetism, there are others, many others, that come from those who knew him only on the stage, and could feel even across the intervening footlights that



HENRY IRVING'S BOOKPLATE.



A LETTER FROM PEG WOFFINGTON.

they were in the presence of one of the most simple-hearted and lovable of men. And Henry Irving gave to the tributes of unknown friends the same care and attention he bestowed on gifts from members of his own circle.

HOUSEHOLD GODS.

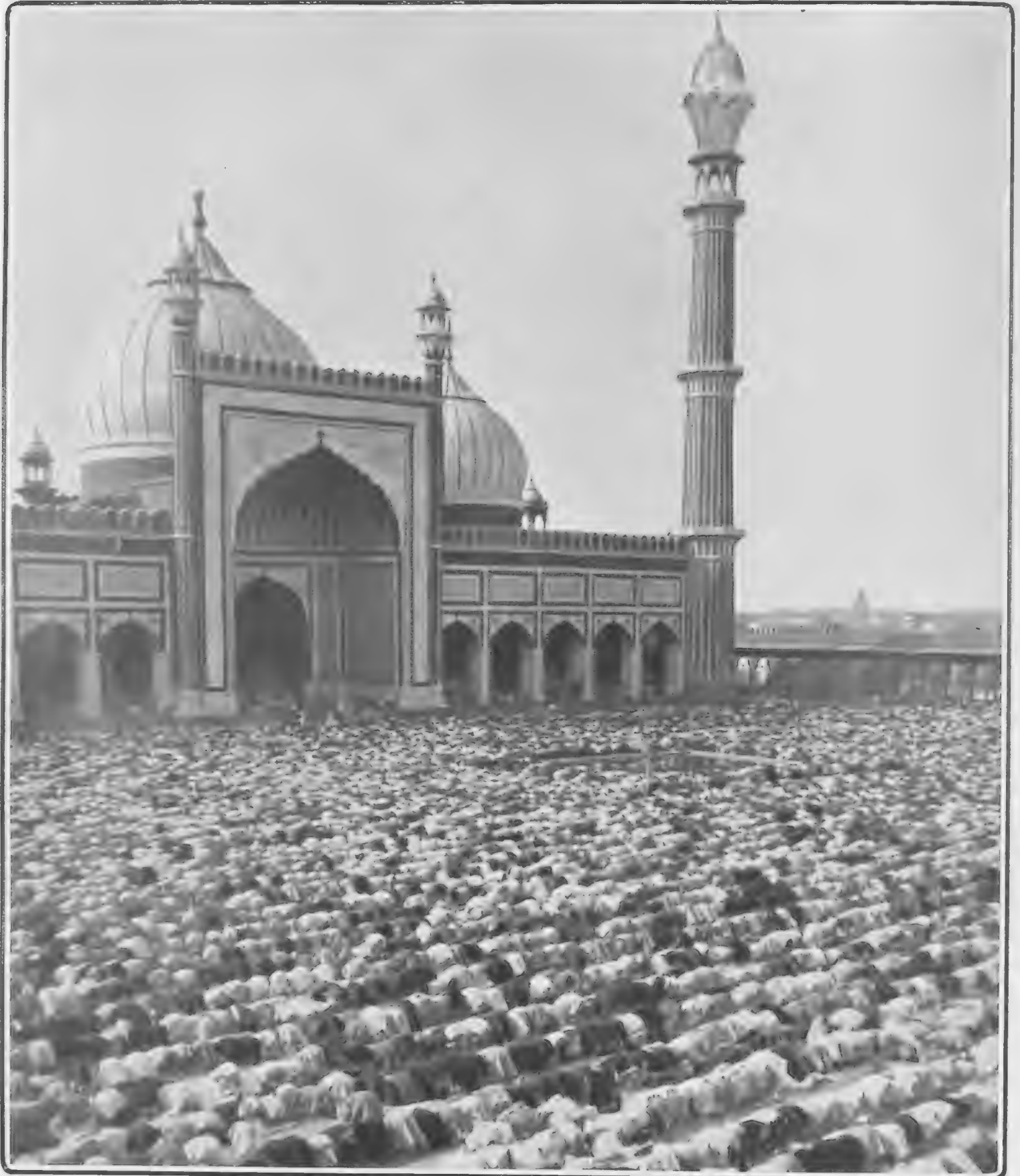
VI.—THE LATE SIR HENRY IRVING.—17, STRATTON STREET, PICCADILLY.



1. (a) The "look upon his picture" miniature used by Macready as Hamlet. (b) Buckles worn at Covent Garden Theatre by Macready. (c) A purse that belonged to Edmund Kean. (d) The star worn by Irving as Charles I. (e) A stage dagger. (f) The Waterloo medal worn by Irving in "Waterloo." (g) A fob (once the property of Danton) worn by Irving in "The Dead Heart." (h) The pistol used by Irving in "Peter the Great."
2. A letter from Mrs. Siddons, a portrait of the famous actress, and a drawing of the house (The Leg of Mutton Inn, Brecon, South Wales) in which she was born.
3. Part of a pack of cards that belonged to Charles I.

4. A pack of cards in an inlaid box, once the property of Charles I.
5. Onslow Ford's statue of Irving as Hamlet.
6. The boots worn by Kean as Richard III.
7. Two of Kean's swords, the lower one bearing the inscription: "This sword, worn by Edmund Kean as Richard III., was presented by W. Chippendale to his friend Henry Irving on the first night of his appearance as Richard, Duke of Gloster, on 29 January, 1877."
8. (a) A "Black Jack" that belonged to Oliver Cromwell. (b) The silver snuff-box used by Macready as Claude Melnotte in "The Lady of Lyons." (c) One of David Garrick's rings. (d) The knife used by Kean as Shylock.

TEN THOUSAND MOSLEMS AT PRAYER.



A SCENE IN THE COURTYARD OF THE JAMA MASJID, DELHI, INDIA'S GREATEST MOSQUE.

Our photograph was taken on the last day of the great fast observed each year by good Mohammedans in commemoration of the period of retirement during which the wisdom of the Koran was revealed to the Prophet. Throughout the whole of the month of fasting it is unorthodox to eat, drink, or smoke during the daytime, but there is a dispensation in favour of those whose work makes it imperative for them to eat in the usual way. About two-thirds of the worshippers can be seen in our illustration. The water-tank shown to the right of the centre of the photograph is used for washing the hands before the prayers to the Prophet are offered up.

Stereograph copyrighted by Underwood and Underwood, London and New York.

"THE SKETCH" ON FORBIDDEN GROUND :

MR. W. W. ASTOR'S TUDOR VILLAGE.



1. The King Henry VIII. Inn, so called because the Bluff King courted Anne Boleyn at Hever Castle.

3. The entrance to the village, showing the Lodge.

5. The present state of the village, showing Hever Castle on the right.

2. The Mission Hall (on the left) and huts for the use of the workmen who are building the village.

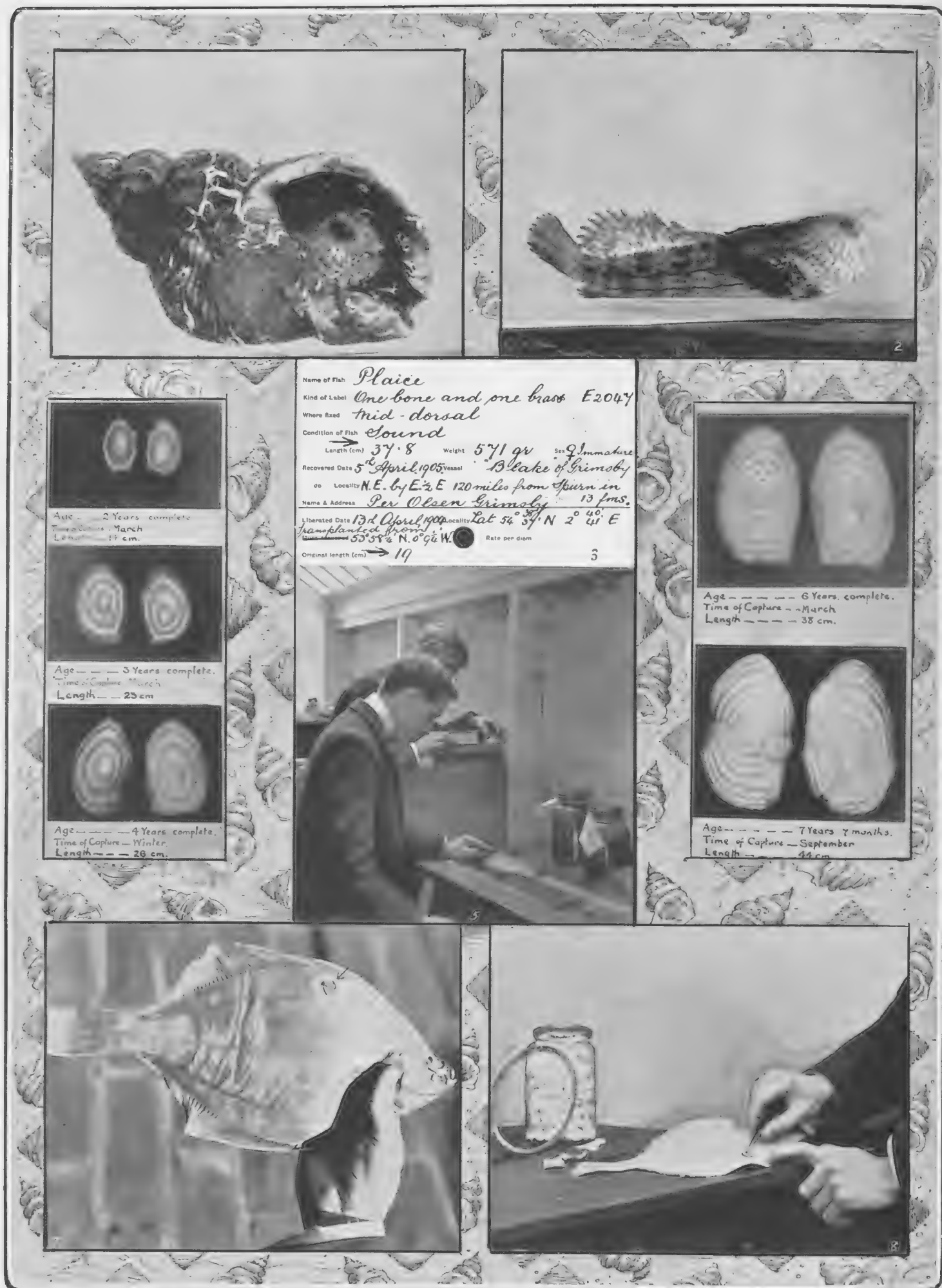
4. The Electric Power Station for the Tudor Village in course of construction.

6. The village, as seen from the highway, showing the River Eden in the foreground.

Mr. William Waldorf Astor, who purchased Hever Castle some two years ago, has hit upon the excellent idea of building a Tudor village under its walls, and thus setting it in the midst of surroundings similar to those it had in the days when Henry VIII. came to it to woo and win Anne Boleyn. At present the village is forbidden ground, jealously guarded from prying eyes.

Photographs taken specially for "The Sketch."

FISH ON TICKET-OF-LEAVE: IDENTIFYING FINNY PRISONERS.



1. A Subject for Registration by the Marine Biological Association: A Blenny in the Shell in which it Lives during the Breeding Season.
2. Ready for Registration and Release: A Captive Blenny.
3. The Registration-card of a Plaice Re-caught after having been free for Nearly a Year.

- 4 and 6. Otoliths, or Ear-stones, of the Plaice, showing how their structure varies according to the age of the fish, the rings increasing with the passage of years, as do the rings in tree-trunks.
5. Measuring and Identifying a Fish that has been Registered, Released, and Recaptured.
7. A Registered Flat-fish, showing the Identification Button.
8. Marking a Fish in order that it may be Recognisable if Recaptured.

With a view to ascertaining definitely the movements of migratory fishes, making observations and experiments as to the possibility of re-stocking exhausted areas, and throwing light upon the intensity and effect of modern methods of fishing, the Marine Biological Association's steamer "Huxley" is constantly at work on the fishin'-grounds, particularly those of the western half of the North Sea. An elaborate system of identification has been instituted, and thousands of fish are caught, measured, weighed, examined, marked, and released annually. Flat-fish generally come in for the greatest share of attention, but cod, haddock, and other fish are not neglected. The method of marking flat-fish is simple. A numbered brass disc is placed on the upper side of the fish, and a bone button on the under side, and these are joined by a silver wire passed through the "subject." Thus it is impossible for the mark to get obliterated or lost as long as the fish lives. A reward is offered for the return of marked fish captured by smacks and trawlers, and every post brings to the Lowestoft branch of the Association parcels containing either the actual fish themselves or the labels taken from them, together with particulars as to date and place of capture.

Photographs by Clarke and Hyde.



HEARD IN THE GREEN-ROOM



THREE Command performances within ten days probably create a record in the history of the Court during several reigns, and serve to emphasise His Majesty's partiality for the drama. As four one-Act plays were programmed for two of the evenings, the "curtain-raiser" may from this very fact alone have more attention given to it not only by the managers, but by the critics. Short plays

are invariably considered of secondary importance, though, as a matter of fact, they are quite as valuable artistically as the long plays. "Carrots," with Miss Gertrude Elliott and Mr. Forbes - Robertson and the members of the Scala Theatre, and "A Privy Council," from the Haymarket, formed the bill at Sandringham last Thursday in honour of the King's birthday, while on Saturday the whole entertainment will be contributed to by the Haymarket Company, when Mrs. Francis Blundell and Mr. Sydney Valentine's "The Widow Woos"

It is a curious coincidence that the week which gives him to the regular stage witnesses the return to musical comedy—or comedy with music—of Miss Ethel Irving, who shared so many of Mr. Huntley Wright's successes at Daly's Theatre.

Many names, not all of a complimentary character, have been hurled at the head of Mr. Bernard Shaw, but it has been reserved for Mr. Willard to call him "a sort of literary Iscariot," apropos of the so-called attack on Sir Henry Irving, which arose from Mr. Stephen Coleridge having, as Mr. Bernard Shaw pointed out, incorrectly translated from the German a certain statement he had written. It was, of course, the first incorrect cabled statement which aroused Mr. Willard's anger to the utterance of the words to a representative of the *Mail and Empire* in Toronto. In that interview Mr. Willard paid his tribute of respect, admiration, and devotion to the memory of the late leader of the theatrical profession. Happily, however, the whole matter is at an end.

Incidentally, a contradiction by Mr. Willard shows the extent to which unrestrained gossip will go abroad, for in Canada it was said that Mr. Shaw's "enmity" was due to the fact that Sir Henry Irving had prevented the production of his plays in London. As Mr. Willard very rightly declared, Sir Henry was much too magnanimous to have entertained such an idea; but, even had he been disposed to do so, "he would have been powerless to accomplish the purpose, as it would be ridiculous for any man to exclude a capable dramatist from the theatrical field." Besides, with "Man and Superman" running, and "Major Barbara" underlined for almost immediate production, Mr. Shaw can hardly be regarded as "excluded." On the contrary, he is very much to the fore.

A special matinée performance of "Twelfth Night" will be given at His Majesty's to-morrow, when Mr. Tree will, of course, play Malvolio. Among the newcomers in the cast will be Miss Margaret Halstan, who will play Olivia, a part she often acted in the Shakspeare Company which Mr. Tree sent into the provinces; Miss Kate Phillips, who will be Maria; and Mr. Harry Paulton, who will play Sir Toby Belch, instead of Mr. Lionel Brough.

As Sir Toby has always been regarded as the first sketch for Falstaff, Mr. Tree's idea of giving it to an actor of Mr. Paulton's stature inevitably recalls the fact that the "Fat Knight" was one of the greatest successes made by John Henderson, one of the actors buried in Westminster Abbey. He was so short that when he wanted to go on the stage he applied to a famous teacher for advice. The teacher got out some pack-thread, put Henderson against a wall, marked off his height, and, taking a foot-rule out of a drawer, carefully measured the length of the cord. Then he turned to Henderson, and, addressing him in a stentorian voice, remarked, "You will not do for the stage, sir; no, sir, not by an inch and a quarter." But Henderson did do for the stage, after all.



ONE OF THE TWO "LITTLE MICHUS".
MISS DENISE ORME AS MARIE-BLANCHE AT DALY'S.
Photograph by Bassano.

will be acted, with Mr. Barrie's "Pantaloone." Mr. Sydney Valentine thus has the opportunity of appearing not only as actor on two occasions, but as part-author of one of the pieces, probably a unique record within ten days in the history of Command performances.

To-morrow evening, Mr. Bouchier, Miss Violet Vanbrugh, and the Garrick Theatre Company have been Commanded to give a performance of "The Merchant of Venice," and this, it is interesting to record, is the first occasion during the present reign that a Shakspeare play has been Commanded by the King. During the earlier part of Queen Victoria's reign "The Merchant" was played by Charles Kean, assisted by a memorable cast, while it was one of the plays specially prepared by Kemble for reading before the Queen and the Prince Consort. The play will not be given in its entirety, for certain scenes only will be acted. During their progress the Sovereign's mind will be able to travel backwards through the centuries and contemplate the performance from the same standpoint as that which Queen Elizabeth might have adopted, for it will be given more or less in the Shaksperian fashion, and most of the scenery will be contrived by curtains.

It was this performance to which Mr. Bouchier undoubtedly referred in his speech in connection with the proper way of producing Shakspeare's plays, when he remarked that he intended to play certain scenes in the course of the next few weeks with little or no scenery. He was, of course, aware of the Command, but, for obvious reasons, could give no hint of it, any more than it was possible to refer to the matter in this column, as such an announcement would have been premature.

Everything has now been fixed for the appearance of Mr. Huntley Wright at the Comedy Theatre on Saturday evening, and, if good wishes can ensure success, he will have a triumph. It will, of course, not be anything new for Mr. Huntley Wright to be on the regular stage, for, though the West-End of London has known him only as a comedian in musical comedy, he has "been through the mill" and used to play strong character-parts before he proved himself a comedy actor of such rare resource and fertility of invention.



A PUPIL AT MR. TREE'S ACADEMY OF ACTING:
MISS BERTHA DAWSON, WHO IS TO APPEAR
AT THE COURT THEATRE.
Photograph by Bassano.

THE WORLD OF SPORT

THE DERBY CUP—CONCERNING FRED ARCHER—RACING IN 1906—MATCHES—PROGRAMMES.

AS many of the local gentry are entertaining for the Derby Meeting this week, there should be a large gathering on each of the three days. The Derby Cup will be the chief item on the programme, and this race always attracts a big field of useful handicap horses, while the winner generally takes a deal of finding. Velocity could have no chance on the Lincoln running, and I fancy the weight will stop Hammerkop, who, by-the-bye, could be relied upon to stay the one and three-quarter miles comfortably. Cliftonhall, if fit and fancied, may go close, and Pradella is certain to run well, although I cannot imagine how this horse came to be made favourite for the Cesarewitch. Plum Centre is too unlucky to be trusted, and Saltpetre, a useful horse when well, has been under suspicion. Bachelor's Button could shoulder his 9 st. very close to victory if started, and another I fancy is Burgundy, who is, I think, thrown in with only 7 st. 1 lb. to carry. I should not be at all surprised to see Bibiani finish in the first three.

The coming-of-age of Miss Nellie Archer, the only child of the late Fred Archer, has drawn renewed attention to the greatest jockey of all time. It may not be generally known that Mr. James Henry Smith, who chats cheerily on sport in the *Morning Post* and the *Sporting Times*, acted as "best man" at the wedding of Fred Archer and Miss Dawson, and I rather suspect that James Henry lost money when St. Mirin was beaten by Sailor Prince in the Cambridgeshire. Anyway, it was the last big bet I ever had on any race. Sailor Prince, who was trained by C. Morton and ridden by "Tiny" White, was owned by Arthur Cooper and Johnny O'Neill, two of Archer's oldest friends. If memory serves me aright, one partner thought the horse would win, and the other did not think so. The defeat of the Duke of Beaufort's mare was a terrible blow to many big and little punters, but to none more than Archer, who, as he expressed it, "never had, and never could, ride a winner of the Cambridgeshire." Archer's untimely death caused considerable sensation in London, and the evening papers conveying the sad news had an immense run—more so, in fact, than when the Duke of Albany died on a Grand National day.

The flat-race season of 1906 will be a very busy one, as the fixture list is crowded. The season opens at Lincoln on March 26, and the Lincoln Handicap will be run on the following day. The Grand National will be decided on March 30. Easter Monday falls on April 26, when no fewer than ten meetings under Jockey Club or National Hunt Rules are down for decision. The Great Metropolitan will be run on April 24, and the City and Suburban on April 25. The Chester Cup is fixed for May 9, and the Jubilee Stakes for May 12. The Two Thousand Guineas will be run on May 2, and the One Thousand on May 4. The Derby is to be decided on May 30, and the Oaks on June 2. The Ascot Meeting will not open until June 19,

and Goodwood will commence on July 31. The race for the Doncaster St. Leger will be decided on Sept. 12, and the Manchester November Handicap will be run on Nov. 24, the last day of the flat season. Monday racing is not encouraged by the Stewards of the Jockey Club, why I do not know, but it has been found necessary to allow racing on nineteen Mondays during the season of 1906. With one or two exceptions, the whole of the Saturdays have been appointed, and I am sorry to note that on many occasions clashing will take place, while one-day fixtures are common.

I hope we have seen the last of the promiscuous match-making that has been all too prevalent of late. In the good old days, when horses of the top class were matched, to see which was the best horse of the year, there was something to see in a match; but nowadays, to match two incapable amateurs riding their own horses, or apologies for horses, for a petty stake is not attractive. The gentleman rider of to-day is not a favourite with the racegoing public. This is proved by the low estate that National Hunt flat-races have fallen to, and I certainly do think that matches in which amateurs are down to ride should be kept out of flat-race programmes. Some of our cleverest backers never have anything to do with races confined to amateur riders. Perhaps they think the amateur riders incapable. Anyway, these races are not popular, and we can get plenty of good sport by the aid of the professional jockeys without requisitioning the amateurs. The gentlemen jockeys are not always in training, which may account for the in-and-out form they show in the saddle. But how are the poor speculators to find out when the gentleman jockey is at his best?

The majority of Clerks of Courses complete their flat-race programmes some days before the date of running, and I hope this plan will be followed at all meetings to be held under National Hunt Rules during the winter months. I have always maintained that race-meetings should be run like theatres. The names of all actors should be published beforehand, to give the public a chance to see whether their pet horse is entered or not. Further, I would make every horse arriving at a meeting run unless a good excuse was forthcoming for his being kept in his stable. The old adage that "an owner could do as he liked with his own" was scotched at the advent of gate-money meetings. As the public pay the piper, they are certainly entitled to know why the "stars" do not appear on the board. I think, too, that the publication of complete programmes some days beforehand would prevent the repeated running of some of the old £50 hurdle-platers who go on from meeting to meeting, and win very occasionally, and that when the price proves that the public have gone off them. To make National Hunt racing pay, it is necessary to improve the class of horses running in selling hurdle-races and selling steeplechases.

CAPTAIN COE.



IN MEMORY OF A FAMOUS BOWLS-PLAYER: THE MONUMENT TO DAN GREENHALGH IN STOCKPORT CHURCHYARD.

There has recently been added to the many curious tombstones to be found in English cemeteries a monument to Dan Greenhalgh, the famous bowls-player who was so popular in Lancashire, Cheshire, and bowling circles generally. On the pedestal of the statue is the following couplet: "Like to a bowl upon a subtle ground, I have tumbled past the throw."

Photograph by A. G. Lewis.



A GUIDE TO THE SPECIAL FEATURES OF THE SOCIETY OF MOTOR MANUFACTURERS
AND TRADERS' INTERNATIONAL EXHIBITION AT OLYMPIA.

Messrs. C. S. Rolls
and Co.

As though the car which ran so successfully into second place in the Tourist Trophy Race in the Isle of Man were not sufficient novelty in itself,

Messrs. Rolls and Co. will show an example of their new eight-cylinder 20 horse-power Landauet, which is the first determined

effort yet made by petrol-car manufacturers to endow a "luxury-carriage" of this character with the special commendatory features of the electrically driven vehicle. The engine in this case is placed entirely below the driver's footboard, the car having no forward bonnet, and, in order to obtain as sweet and as easy a turning movement as that given by the electric motor, the engine has eight cylinders, set four on one side of the crank-shaft and four on the other, at 45 deg. with the vertical, and at 90 deg. with each other. The steering, too, is novel and ingenious, for, while the steering-wheel standard in seen raking forwards as usual, the steering-tube runs backwards (being rotated by a clever arrangement of bevel gearing), in order to provide space for the steering-connection. Thus the engine is removed as far as possible from the body of the vehicle, and turns without any vibrative disturbance whatever. A change off the top-speed will be required only for very steep hills or reversing. The six-cylinder Rolls-Royce, which was lately driven up the Cat and Fiddle Hills on top-speed throughout, with the roads in a heavy and sticky condition, will also be seen.

Messrs. Hedley S.
Hunt and Co.

The patent compound-pump for rapidly inflating pneumatic tyres, which will be seen at this stand, is a particularly ingenious arrangement by which air is delivered from the pump on both up and down strokes of the piston. With this pump a pressure of 450 lb. to the square inch can be obtained without undue exertion.



"Napier Major."—Length, 45 ft.; beam, 9 ft. 6 in.; moulded depth, 5 ft. 4 in.; average speed, 7 knots per hour. She has a 24 h.p. 4-cylinder engine, solid propeller and Napier reverse gear, and has covered over six thousand miles in long trips round the coast of the British Isles.

Photograph by West.

The "De
Fornier"
Mayer. leather
detachable band to
be found at this
stand is interesting
by reason of its
simple method of
attachment, which is
altogether independent
of the inflation
of the tyre it protects,
and which permits
of being tightened
up at will.

Those
who like
to grasp
the internal
economy of the
modern motor-car
should not miss this
stand, where will be
staged some of the
finest examples of
motor-building in
the Exhibition, for
there also will be

found a 14-16 horse-power chassis in which two of the cylinders will be sectionally dissected, so that the relative working of the pistons and inlet and exhaust valves can be observed. The ample water-jacketing will also be made known. The cover of the gear-box will also be cut away, in order that the operation of the gear-change may be observed by the curious. The engine and gear will be rotated by a small electric motor. The new back-axle, with tail-bearing to the driving bevel-wheel spindle, and a new plate form of metal-to-metal clutch, will also be seen on this model. Amongst other fresh features



A 25-ft. De Dion Petrol Launch, driven by 15 h.p. 4-cylinder motor. This neat little craft was recently purchased by the Sultan of Johore.

Photograph by Argent Archer.



A 25-ft. Thornycroft Launch, winner of Silver Medal in the recent Motor-Yacht Club's Reliability Trials in Southampton Water. Driven by 12 h.p. 2-cylinder Thornycroft motor. Carries a sail when desired.

The Beaufort
Motor Company.

This Company's cars, which are now deservedly popular in this country generally, are interesting, particularly by reason of the ingenious and effective means employed for interconnecting and synchronising the variable lift of the induction-valves with the ignition. This combination gives a remarkably steady and even turning movement at slow speeds, a great desideratum in town-driving.

noticeable in the Argyll cars are the improved form of dashboard, wider side-doors, luggage-slide fitted to rear of car, new gear-box with roller bearings, cam in lieu of toggle action to the brakes, dust and water shields to all bearings, and special lubrication to the ends of springs and spring-blades. At Stand 15 a well-designed and useful delivery-van up to 15 cwt. and a traveller's-sample carrier-car will also be found.

[Continued on page 157.]

SOME PIONEERS OF MOTORING.



MR. CHARLES JARROTT,
Great Speed-Driver; Won the Auvergne Circuit
Race on a Panhard.



MR. CLAUDE JOHNSON,
First and Best-Known Secretary of the Automobile
Club of Great Britain and Ireland.



LIEUTENANT WINDHAM,
Motor Expert and King's Messenger.



MR. S. F. EDGE,
Won the Gordon-Bennett Race on a Napier
in 1901.



LORD MONTAGU OF BEAULIEU,
Better Known as the Hon. John Scott-Montagu;
a Prominent Motorist.



MR. C. S. ROLLS,
Racing-Driver of Great Skill.



MR. ALFRED F. BIRD,
Chairman of the Racing Committee of the
Automobile Club.



MR. C. R. RAWLINSON,
Late of the Royal Horse Guards, and a Driver
in Several Speed-Contests.



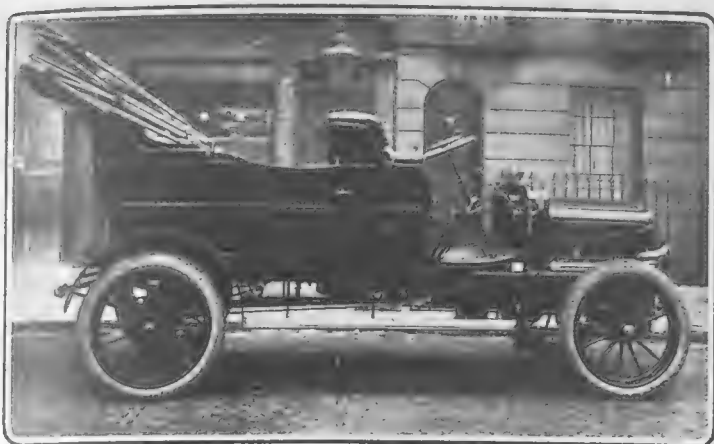
MR. ROGER FULLER,
Did a Great Deal of Propaganda Work.



COLONEL MARK MAYHEW,
Amateur Racing-Man, and Founder of the
Motor Volunteer Corps.



MR. PERCY NORTHEY,
Amateur Speed-Driver; Second in Tourist Trophy
Race on a Rolls-Royce.



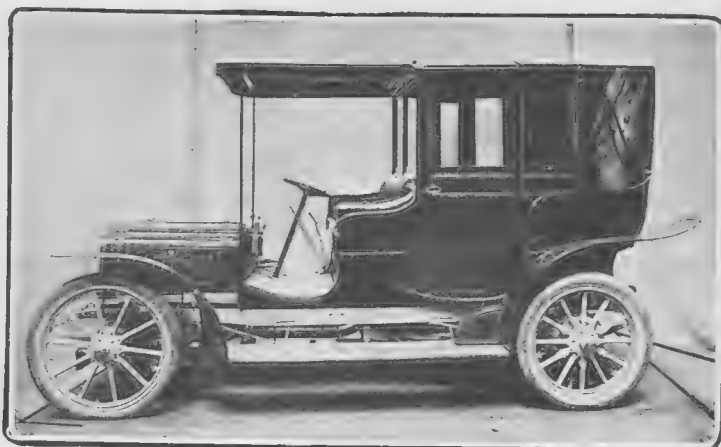
An 18 h.p. White Steam-Car, with emergency gear. Specially notable for the great width of its side-doors and for its fine body-finish, the work being by Cann, Limited.

Aster, Limited. The Aster engines are too well known to need praise, but, with the new Aster magneto, they will be found worthy of notice.

Messrs. Joseph Lucas and Co. The "King of the Road" head-lamps are in some instances fitted with half-frosted lenses for use by considerate drivers, a move that the general public will appreciate. The new horn-fixing fills a long-felt want. Hitherto horns have been attached anywhere and in all manner of ways.

White Steam-Cars. All-round improvement will be found the characteristics of the White Steam-car, but in the Show it will be particularly remarked for the luxuriously planned and highly finished body it carries. The mechanical arrangements of the car will be found to have been so improved that the White is now equal to a trip of 150 miles without a stop. The detached "White" engine and generator, separately shown, will interest the man of mechanical tastes.

Messrs. Brown Brothers. The Accessory Stand is always a draw to the self-propelled-vehicle owner. Motor-cyclists should see the new Fore-car lamp with generator for attaching to front-forks, also the "Duco" motor-tool kit, while motorists generally will more than enjoy a close examination of all the "E.I.C." electric fittings, a full range of which will be found here. These include the new "E.I.C." double-spark coil, a coil giving two hot, fat sparks which are absolutely independent of each other and are yet due to the same trembler; the new "E.I.C." contact-breaker, non-wearing and self-cleansing, and making a continuous earth; and particularly the new "E.I.C." solid accumulator, quite the greatest advance in motor-car accumulators yet made - also the new "E.I.C."



A 14-19 h.p. Mors Double Landulette, accommodating five passengers inside. The Mors chassis are remarkable for their excellent system of low-tension ignition, and for the aluminium water-jackets surrounding the cylinders.

generator system, with new form of dynamo charging the accumulators and lighting side-lights and tail-light.

Messrs. S. F. Edge, Limited. (Boats.) All Show visitors affecting the wet-bob side of motoring should examine the famous motor-boat *Napier Major*, known for her Land's End to Shetlands voyages and other trips, equalling some 6,000 miles. The 24 horse-power Napier engine which has propelled her throughout her career is still in her engine-room.

The Yarrow-Napier engine, 70 B. horse-power, built by the famous Thames-side firm, is worth attention, as is also Napier's reverse gear.

Messrs. S. F. Edge, Limited. (Cars.) The six-cylinder 40 horse-power

Napier chassis, with its engine fitted with inlet and exhaust valves all operated off one cam-shaft, is likely to prove one of the attractions of the Exhibition. This six-cylinder Napier, or one like it, is just fresh from its top-speed run from Brighton to Edinburgh, a feat as yet unperformed by any other car. The synchronised ignition fitted to its engine always attracts attention, and will be found on this chassis boasting several improvements in detail. It is remarkable that all the ignition apparatus is on the dashboard in front of the driver. The Pullman Limousine body on another 40 horse-power chassis is a miracle of comfort

and luxury. The driver and passengers are equally well protected from the weather. In comfort this carriage excels any railway Pullman-car yet turned out. The Special Tourist-Car, 40 horse-power, the whole body of which can be slid backwards from the chassis for the purpose of giving attention to all the mechanical members, is a miracle of design. Boxes of specially light material are fitted under the front and back seats, and run on slides, so that the trunks or boxes can be taken out and carried straight into hotels.



A 16-20 h.p. Argyll which has been shipped to India for use by the Prince and Princess of Wales during their visit. This car is fitted with Govan's patent change-speed gear.



The new 20 h.p. 4-cylinder Oldsmobile, with vertical engine. This marks the coming into line of the well-known Oldsmobile firm with a high-powered vertical engine in conformity with the latest practice.



A 20 h.p. Charron, Girardot, and Voigt Limousine, with accommodation for six inside. The "C.G.V." is one of the quietest cars, if not the quietest, used for town work. The carriage-work is by Messrs. Hooper and Co.

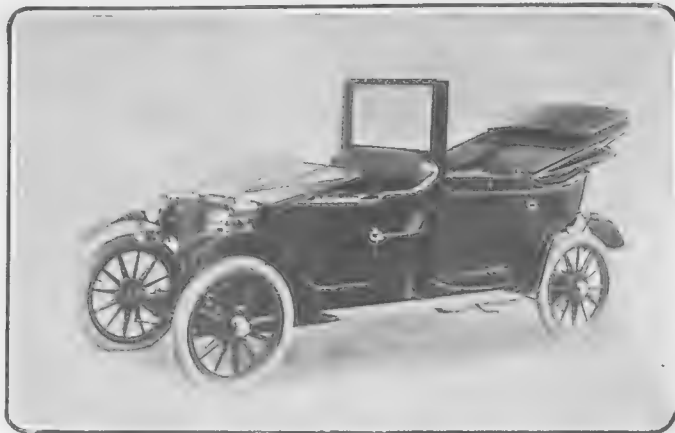
Boxes on the steps and underneath the platform-step are neatly nested in drawers for tools. The specially designed Cape-cart hood gives absolute protection against the worst weather. This car is one of the best examples of a perfectly appointed touring-car ever yet placed before the public.

Henry Waterson and Son.

The electrical exhibits, namely, the "E.H." high-speed induction coils, used on British Gordon-Bennett cars, and the new high-tension distributors, are worth noting.

Messrs. Singer and Co., Limited.

These world-renowned makers of bicycles show a Singer chassis fitted with a most ingenious scheme of gear giving



[Photo. Whitlock.]
This car is remarkable for the fitting of the new vertical Lanchester engine, which runs encased longitudinally along the footboard between the front passengers.

Messrs. Friswell, Limited.

The new 10 to 12 horse-power two-cylinder Peugeot, with magneto ignition and greaserless gear-box, is a car that should be seen. Some report of a new Baby Peugeot has been circulated, and the car may make its appearance at Olympia this week.

Messrs. H. H. P. Deasy and Co., Limited.

Amongst the features to be remarked upon in the 20-24 horse-power and 30-40 horse-power Martini cars are the automatic throttle in connection with the clutch-withdrawal, the improved carburetter, and the petrol cut-off, by which petrol consumption can be altogether arrested when the car is descending a hill, and great



The 20 h.p. Brooke, a car with a great vogue in the Eastern Counties. The Brooke Carburetter is an exceptionally efficient apparatus. The body has large side-door clearance.



The 16 h.p. car (petrol) designed by Mr. Stuart G. Morrison, Managing Director of H. Cintrat, Ltd. There is room for four inside (two folding seats). Electric light inside.



[Photo. Hiffe.]
The Maudslay all-round car is a most useful vehicle for country-house purposes. The Maudslay engine's swinging overhead cam-shaft singles this motor out for notice.



The Albion car, one of the three great Scotch cars, is an instance of the fine engineering work which is done on the Clyde. The car finds a London home at The Lacre Motor Garage.

direct drive on second and third speeds, obtainable by two separate clutches. The system of forced lubrication is noteworthy.

Werner Motors, Limited.

Motor-cyclists will find much to interest them at this stand—the Werner spring-fork for annulling vibration, for instance. A new Werner tri-car, with five horse-power, two-cylinder, water-cooled engine, and two-speed gear, will attract those who favour this class of light, handy machine.

Messrs. Cann, Limited.

If the best examples of British body-building are required to be seen, they will be found at this stand, among others.



The Gladiator car above represented, in addition to a finely finished body, is provided with a most interesting form of magneto ignition.

economy made thereby, while the engine left with the clutch in becomes a powerful brake.

Messrs. Peto and Radford.

The electric carriage-lighting fittings and the electric indicators are objects of interest.

The North British Rubber Company.

The Ducasable block and hollow motor-tyres, French tyres built by a British firm, are worth the attention of all who dread puncture troubles.

The London Motor Garage Company

will be remarkable for the "C.G.V." and Pipe cars staged thereon. The "C.G.V." cars single themselves

out from the ruck by their three-point suspensions of crank-chamber and gear-box, the enclosure and protection of all cam-shaft pinions, and dual ignition—namely, high-tension magneto and accumulators and coil. An entirely new feature will be a 14 horse-power "C.G.V." chassis with live-axle drive, the frame being suspended by C-springs—quite a novel departure. A working model of this

Messrs. Thornycroft and Co., Limited. This well-known firm of motor-boat builders will attract the motor-boating world. A 25-ft. launch, 12 horse-power engine, is a most useful boat for coast and beach use, while the 20-ft. yacht, tender capacity twelve persons, with two protective hoods, will have charms for yacht-owners. Strong but light, she will hang in davits, and will tow almost any sized sailing-yacht out of harbour under fair conditions. The two-cylinder marine suction gas-engine is interesting, particularly by reason of the fact that it points the way marine engineering is tending, and suggests the moment when the coal necessary to an Atlantic voyage will be reduced by three-fifths, if not more. There are other interesting marine explosion-engines.

Messrs. De Dion-Bouton, Limited. This Company shows a 20-ft. mahogany launch, fitted with a 6 horse-power De Dion motor, with hull designed by Linton Hope. One man can drive and steer. The petrol-tank accommodates fourteen gallons, and the boat is fitted with a Meissner reversible propeller.

Le Gros and Knowles. The Iris cars and motors shown at Messrs. Le Gros and Knowles' stand are full of interest. The live axle is solid from end to end, hence no sag. The transmission-shaft has at each end a spring-plate universal joint which cannot break or wear. The switch on the dashboard is so arranged that when it is switched off it also turns off the oil, so that over-lubrication is avoided. No under-frame is used. The Iris carburettor is of very special design, and visitors should ask to have its action explained. The new Iris radiator is particularly efficient, besides lending a smart and distinctive appearance to the new car. The change-speed gear will fascinate all those who make a study of gears. It is practically silent, the gear-wheels are splendidly cut and very strong, and the reverse cannot be put in by accident.

The New Arrol-Johnston Car Company, Limited. There is very much to interest in the mechanical work of this firm, who were the designers and builders of the Tourist Trophy winner, which car will be seen upon the stand. The engine of this car is hugely interesting by reason of its variation from the ordinary type and its marvellously speedy and economical performance. The gear-box is remarkable for roller-bearings, as is the back-axle, while the power passes from the propeller-shaft to the bevel-wheel spindle by a most efficient form of easy spring-drive. In the 20-30 horse-power "A. J." the firm are turning out a vertical four-cylinder engine.



The new 24-30 h.p. Arrol-Johnston is the latest production of the firm, whose 12 h.p. car won the Tourist Trophy race. In this car, however, the engine is set vertically.

"C.G.V." motor, with internals exposed, will attract much attention.

The Lacre Motor Company. A noticeable feature of this stand will be the Lacre traveller's brougham, which, while in outward aspect a motor-brougham fitted with 16 horse-power engine, is capable of being made suitable to all travellers' needs. A large amount of baggage and samples can be carried most unobtrusively, and the interior of the vehicle simply bristles with conveniences for storage. Approximately there are 27 cubic feet in all available for samples, etc. The well-known Glasgow-built Albion cars will be shown by this firm, also some Lacre 2-ton and 1-ton lorry chassis.

Messrs. J. W. Brooke and Co. Messrs. J. W. Brooke and Co. will show some interesting features in their 15-20 horse-power and 35 horse-power Brooke cars. Both types have new chain-transmission; but it will be remarked that the firing-point on the 15-20 horse-power is now positive. Half-compression cams are fitted to the 35 horse-power engines in an ingenious and practical manner.

The Hitchon Gear and Automobile Company. Visitors to the Show should not fail to see the Hitchon patent transmission gear, a working model of which is shown. It is the most fire-proof gear ever presented to the public.

Messrs. Brooke. Messrs. Brooke are exhibiting a 25 ft. by 5 ft. 6 in. Brooke Cruiser Boat, with 14 horse-power three-cylinder Brooke engine, most comfortably fitted for cruising, and quite a desirable craft for exploring the manifold water-ways of this country.

The Lanchester Motor Company. A six-seated landau, an exceedingly roomy car, should be seen at this stand, so handsomely is it furnished and fitted. It has very ample width of doorway, allowing passengers to get straight out. A luggage-grille is also fitted. A five-seated touring-car has a beautifully finished and exceedingly comfortably arranged body.

The Maudslay Motor Company. The Maudslay engines, with their special design of overhead, liftable cam-shaft and tappet-levers, are always worthy of inspection, and this year they present several marked improvements. Note that the foot-applied brake set takes effect upon the sprocket shaft. Synchronised ignition is now adopted. The all-round cars should have the attention of country gentlemen.



The Circular Bonnet and Radiator of the Delaunay-Belleville distinguishes this high-class vehicle from its fellows. The motor fitted is particularly remarkable for its highly efficient forced lubrication to all engine bearings.



A double Limousine canopied 28-30 h.p. Daimler, owned by H.R.H. the Prince of Wales, who is seen standing by the vehicle. Daimler cars have always found favour with the members of our reigning House.

Photograph by Smith.

Mors, Limited. The well-known engines of this famous French house have their simple throttle coupled up to the clutch, so that any declutching movement slows up the engine. The valve can, however, be held open by lever on the steering-wheel. They show the new 42-50 horse-power car, with three independent brakes, variable lift of inlet valves from dashboard, pump-forced lubrication, and a device to vary the lead of the inlet valves at will. The connecting-rods are still retained with their slight obliquity, which reduces the angle of thrust on the downward stroke of the piston.

[Continued on page 160.]

*The Dunlop
Pneumatic Tyre
Company, Limited.*

Good wine needs no bush, and equally it may be said that such excellent tyres as Dunlops are now acknowledged to be all the world over need no direction on our part to cause them to be sought for at Olympia. The sectional aspect of the tyre remains unaltered, because it does not appear possible to alter it; but never a week, hardly a day indeed, passes in which the construction of the tyre is not materially improved in some way or other. The present leading position of the Dunlop tyre is ascribable to the fact that improvement both in material and method has always been sought after. In addition to the numerous sizes and types of tyres, the Dunlop Pneumatic Tyre Company will show innumerable matters of interest to the automobilist. There will be the Dunlop tyre-gaiter, the cover-stopping mixture, the Dunlop motor-tyre repair outfit, the inner-tube bags, and the waterproof bags for outer-cover transport-valves and their parts. The Dunlop Pneumatic Tyre Company's waterproof motoring outfits more than compare with anything of the kind. The new Security Bolt should not be missed.

*The Iden Motor-
Car Company.*

This firm's cars will be found worthy of examination, by reason of the patent oil-bath clutch and a clever form of variable valve-lift. The designer was once responsible for the engines of the Motor Manufacturing Company.

*Messrs. De Dion-
Bouton.
(Heavy Cars.)*

Messrs. De Dion-Bouton have always shown a weakness for the heavy side of motor manufacture, and, in order to demonstrate their capabilities in this respect, they will show a twenty-seated char-à-banc and an 8 horse-power delivery-van. The engine fitted to the char-à-banc is similar in all respects to those now propelling the De Dion omnibuses on the London streets.

*Brotherhood-
Crocker Motors,
Limited.*

After creating quite a stir at last year's Exhibition, this car has remained rather in the background this year, but will, nevertheless, be found at Olympia with the following detailed improvements: Hoffmann ball-bearings to gear-box shafts and counter-shafts, a concentrically operating radius-rod, combined brake-drum and sprocket-ring, and a pawl sprag on the near-side road-wheel, which is, however, automatically held out of contact when the gear-lever is

*The Delaunay-
Belleville Company.*

The Delaunay-Belleville Company's exhibit should not be missed, if only because it is interesting to note how excellently the great engineering experience of this world-renowned firm has been brought to bear in the turn-out of a motor-car. The detachableness of the spring-clip-held casings, protecting all parts of the driving mechanism from dust and dirt, is remarkable, and removes all the objections to the metal under-apron. The lubrication scheme to the engine is worthy of the closest attention. Oil is forced to every bearing, even up the centre of the connecting-rods to the gudgeon-pin bearings, which often go very short. The Burlington Carriage Company's bodies are fitted to these cars, and are as near perfection in luxury as bodies can go.

*The Gladiator
Company, Limited.*

This firm will show no less than six models, from a 10 horse-power two-cylinder car to a six-cylinder 30 horse-power car. These cars will have two complete ignitions—one accumulator with coil and distributor for the high-tension current, and the other magneto ignition, a Gianoli magneto with unique system of timing variation being added. In the cars above 18 horse-power a universal coupling will be found between clutch and gear-shaft.

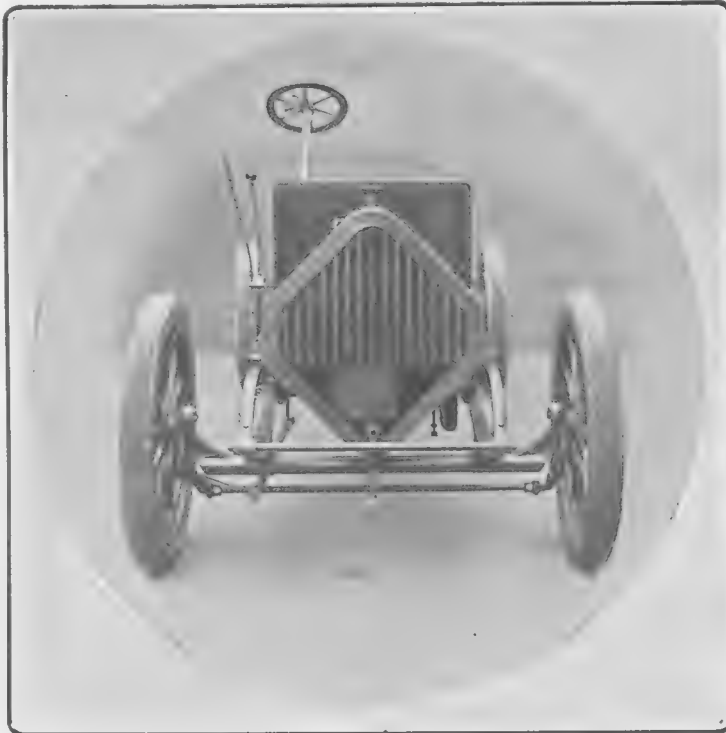
*The Rover Cycle
Company.*

The show of cars made by this firm is more than worthy of inspection, by reason of their novel and ingenious scheme of design. The little 6 horse-power car has been improved in many minor details, and is the car that did so well on the Marina at Brighton and in the Tourist Trophy race. The

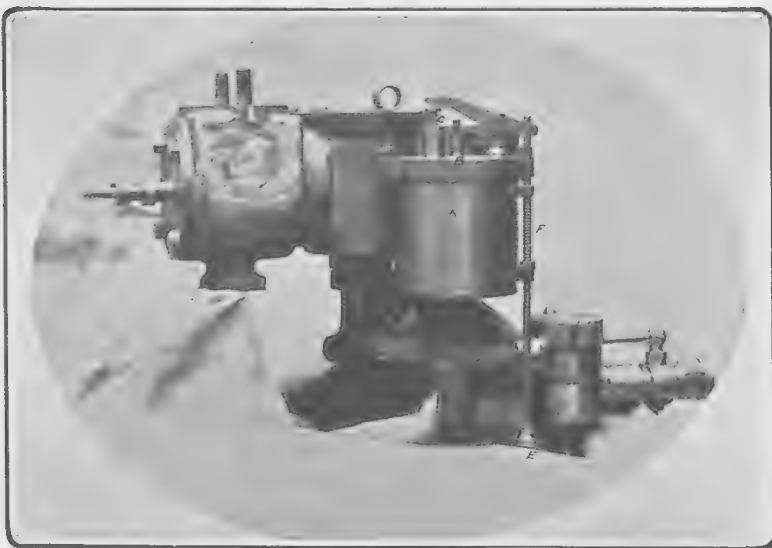
new feature is the four-cylinder Rover, on the same unique lines as the 6 horse-power. At £300 this is a particularly cheap car. Apropos of recent discussion in the Motor Press, the Rover engines are interesting by reason of the efficient manner in which they can be employed as brakes.

Mors, Limited.

The new 40-52 horse-power Mors chassis will be the chief attraction amongst this firm's exhibits. The frame is fitted with an extra cross-member, to obtain greater rigidity, owing to the high speed attainable with this car. The brakes are three in number—or rather, in application, being actually five in number—namely, a band-brake on the countershaft (pedal applied), external contracting-brakes on the back-wheels (pedal applied), and



The Iris Car, remarkable for its new form of radiator and bonnet. This car possesses many novel but withal practical features, including a solid live axle and a specially designed gear-box.

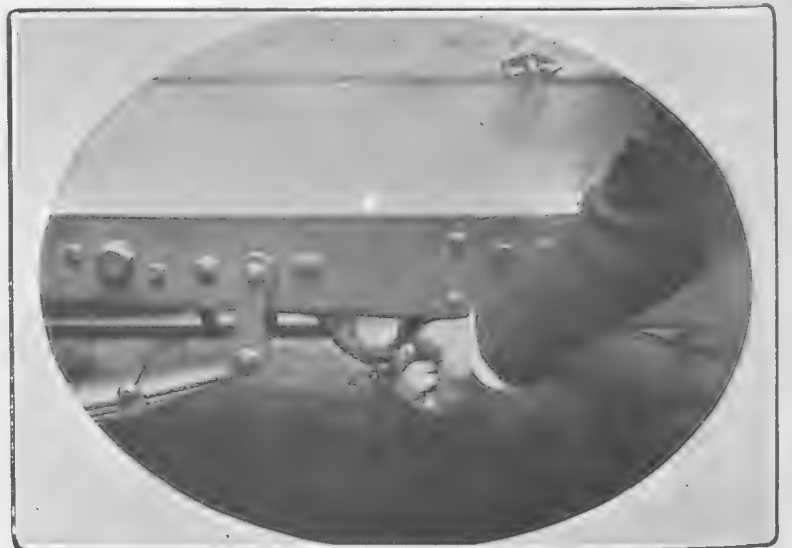


A Napier Carburettor fitted with a convenient Carburettor "tickling" rod and lever, by which the carburettor can be flooded without raising the bonnet.

Photograph by Clarke and Hyde.

moved to the reverse position in the gear-change gate. A new 40 horse-power model will be shown.

Davies Brothers. The Stepney patent wheel consists of a rim and pneumatic tyre carried as a spare, the tyre being mounted on the rim in the usual way, but the rim being cleverly furnished with brackets which permit it being quickly attached to the spokes of any wheel the tyre of which has become disabled. This fitting should be seen.



This illustration shows the Napier Carburettor being "tickled" by means of the rod and lever seen in detail in the companion photograph.

Photograph by Clarke and Hyde.

internally expanding brakes on the back-wheels (side-lever applied), this lever also declutching. Both back-wheel brake-sets are compensated.

*Messrs. Charles
Jarrott and Letts.*

Much interest is certain to be felt in the new four-cylinder 20 horse-power Oldsmobile, wherein the Oldsmobile system of horizontal engine is departed from, a vertical engine being fitted in its place. It has a stroke of $4\frac{3}{4}$ in., and the bore of the cylinders is $4\frac{1}{4}$ in. Ordinary

high-tension ignition is fitted. Another departure from the accepted Oldsmobile practice is the abandonment of epicyclic for sliding tooth gears, giving three speeds forward and reverse. Forced lubrication

construction. In the propeller shaft-drive the bevel pinion spindle has a double-ball tail bearing.

The North British Rubber Company. This firm will show, amongst numerous other forms of tyres, the Ducasable steel-tube-held cushion-tyre, a tyre-compromise which has found great favour across the Channel. It will not puncture, has high resiliency, and little liability to slip. It cannot be twisted or jerked out of the rim by reason of its attachment, which is by tubular steel bands and bolts, running round in the central cavity.

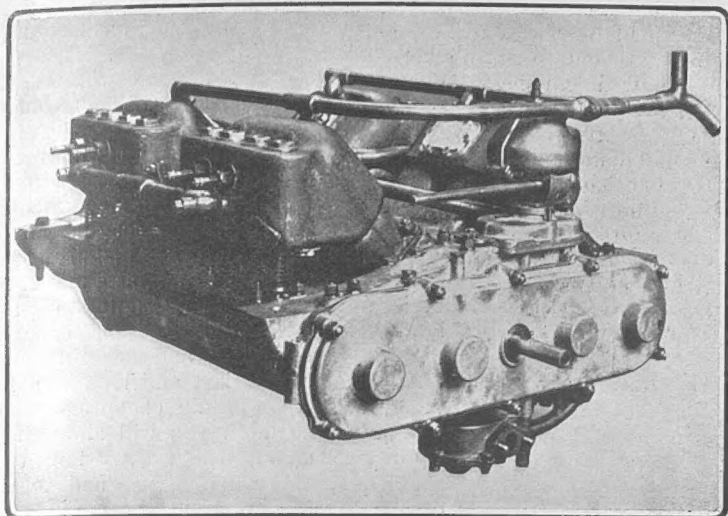
Dennis Brothers. The ingenious and most successful worm-drive fitted to the cars and motor-buses shown by this firm will alone repay a visit to their stands in both the Pleasure and Heavy Sections of the Show. It was held for so long that the worm-drive was undesirable and impossible for a motor-car that it is interesting to see how in this case it has been made most efficient and economical. Great silence is obtained thereby, and a wonderful smoothness of movement.

Messrs. Alf. Dunhill, Limited. Those on the look-out for a substitute for the pneumatic tyre which will save their purse and patience must see the De Cadignan Patent Resilient Wheel shown by this house.

The Daimler Motor Company. No one visiting Olympia, and professing interest in automobile mechanics, can afford to pass over the exhibits of this great and now successful Coventry firm. Their whole system is peculiar to themselves, and their engines are the embodiment of careful and thoughtful design.

Captain Theo. Masui. The new 1906 Chainless Germain will be seen at Olympia for the first time. Its engine will be found to have separate steel cylinders, variable left inlet-valves, ball-bearings to all but crank-shaft, direct drive on top-speed, and many other refinements, including Eisemann high-tension ignition. Also on this stand will be found the original Samson steel-studded non-skidding covers, perhaps the best and most efficient non-skids upon the market, which are now made up with and not stuck on to the tyre-cover proper.

Fiat Motors, Limited. No car has acquired world-wide reputation so rapidly as the Fiat, and, as the proof of the pudding is in the eating, so it may be said that the proof of the design and workmanship of the Fiat motor-cars is in their behaviour in the recent races in both Eastern and Western Hemispheres. It is possible that the Fiat Stand at Olympia may boast the identical car driven in the Gordon-Bennett and Vanderbilt Cup and other races by that greatest of living motor-drivers, Lancia, and, if so, a large number of interested spectators will be attracted to this stand, although the repute of the Fiat cars alone is a sufficient draw at any time.



The Rolls-Royce 8-cylinder Landaulette Motor, perhaps the most novel and interesting motor in the Exhibition. It has four cylinders on each side, set at 45 deg. with the vertical and at 90 deg. with each other. Its cranks are all in the same plane, and it has a constant turning movement. The cylinders are inclined, but the valves work vertically.

to all the engine-bearings is obtained by means of a gear-driven pump, and a pump similarly actuated serves to pump the water to the water-jackets of the cylinders. A unique feature of the construction is the possibility of drawing the engine out of the frame forward, the front cross-member of the frame being dropped to permit this being done. A metal apron protects all the working parts.

Messrs. De Dion-Bouton, Limited.
(Pleasure Cars.)

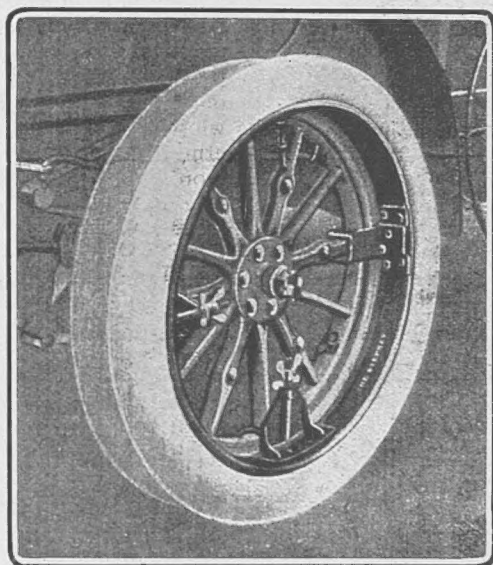
So unique is the design, so good the material, and so excellent the workmanship of the De Dion cars that, though no particular novelty may be there exposed, the stand is always worthy of prolonged attention. A feature of the exhibit is the fact that all the cars shown are finished in one colour, a beautiful shade of crimson lake. This, contrasting with the stand decoration, which is cream picked out with the lake, makes more than a decided impression. Dissected models of the De Dion engines, clutch-gears, etc., are found on the stand, and afford an instructive study. The carburetter, with its clever annular float and central spray, is a marvel of careful and thoughtful design. The two and four-cylinder motors are now fitted with magneto ignition, but have the well-known dry batteries to facilitate starting. Transverse springs are fitted to the rear of all cars. The folding glass wind-shield on the dashboard of the 15 horse-power car is neat and effective.

The Sunbeam Motor-Car Company, Limited.

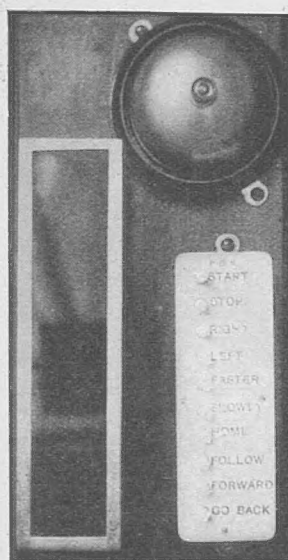
These Midland county cars are particularly remarkable for the beautifully and ingeniously constructed chain-cases, which make the use of the chain-drive perfect and pleasant. The Sunbeam Motor Chain-case is now as celebrated as the Sunbeam Carter Case for cycles, and is made by the same people.

Messrs. Straker and MacConnell, Limited.

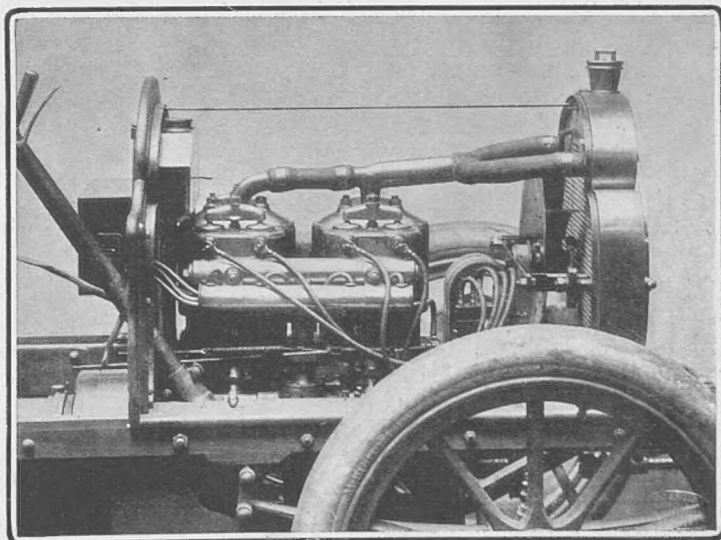
Messrs. Straker and MacConnell will show quite an array of public-service vehicles, station-omnibuses, etc.; also chassis highly suitable for tradesmen's vans, up to 15-cwt. loads. The drive of the motor-buses will recommend itself to the engineer. By its arrangement no weight is thrown upon the driving-axle, another and a fixed axle taking the load. The live axle rotates the road-wheels by means of a pinion and an internally toothed spur-wheel bolted to the road-wheel hub-flange, a very robust form of



The Davies Patent Spare Wheel is a rim and tyre carried on the car and is fitted with suitable clips by which it can be attached to a road-wheel and used upon tyre-collapse. It is attached in less than ten minutes.



A Signalling-board for Landaulettes. The passenger pushes the button notifying his desire, and the driver, warned by an illuminated notice on the d.s.hoard, does the rest.



The 18 h.p. Chenard and Walcker Engine is one of the most interesting motors now before the public. It is fitted with an admirable form of forced ignition, with tell-tale on the dashboard, and a most positive and unique system of ignition which is both mathematically accurate and unfailing. A clutch brake and fixed rear-axle, with internal toothed-wheel countershaft drive, are among its other features.

Photograph by Wakefield.

OUR LADIES' PAGE.

MADAME D'ARBLAY, most chatty of chroniclers, would hardly know her London up-to-date in its changed social aspect since the days when she wrote of its being so "tonish" to visit a noble lady "who is extremely curious in her company, admitting few people who are not of rank or fame, and excluding all of those who are not of character very unblemished." To-day the inmost portals of Society are dominated in large degree by the golden calf. So history, at intervals long or short, repeats itself, and, as the ancients showed their appreciation of gold, so do we bow down before all it means—power, beauty, and the hundred things that make life worth living to the twentieth-century Sybarite.

In the matter of beauty-culture, women of to-day are much less proficient than were their sisters of classic Rome and Athens, where the business of the toilet, with its attendant arts of manicure, massage, pedicure, and endless addenda, was much more intimately understood and ordinarily practised than even in our intricate world of to-day. Not the face alone, but the hands and arms were then carefully catered for, whereas up to a few years ago, when fair Transatlantic cousins introduced the little art of manicure, this generation was insensible to the necessity of caring for the nails, which are really the most important part of *la main*. They were, in fact, allowed to go shapeless, unpolished, and untrimmed, and not infrequently appeared in a species of second mourning extremely distressing to the sensitive onlooker. Now all this is changed, and we are filed, polished, pointed, tinted to the best possible extent. Of pedicure one cannot so easily see the necessity, we not being a sandal-wearing nation. Still, no doubt the notion has its excuses, and the extremes of fastidiousness must ever be more excusable than the extremes of carelessness.

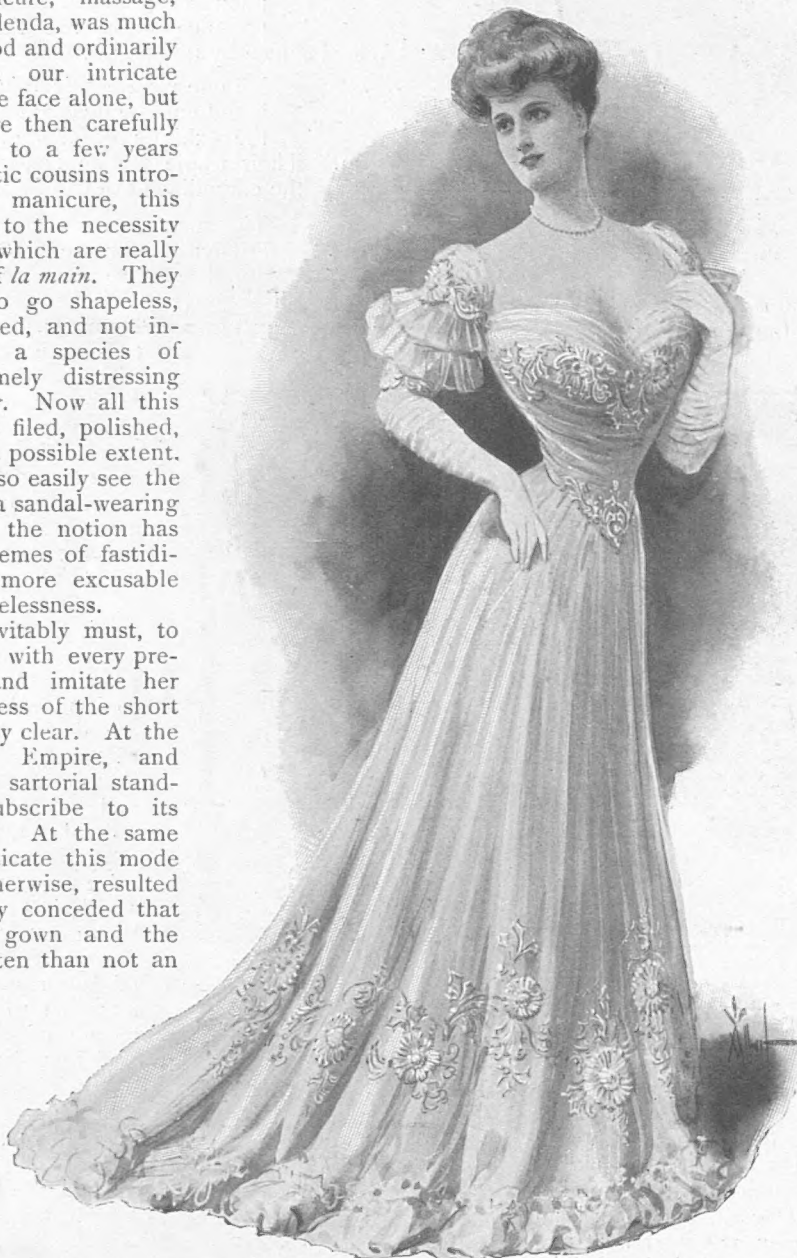
Reverting, as one inevitably must, to Fashion as she flies, and with every predisposition to admire and imitate her mandates, the attractiveness of the short waist is not yet abundantly clear. At the moment, everything is Empire, and nobody counts from the sartorial standpoint who does not subscribe to its pseudo-classic vagaries. At the same time, attempts to domesticate this mode have, more often than otherwise, resulted in failure, and it is freely conceded that even now the Empire gown and the Empire cloak are more often than not an unpleasing and unedifying spectacle. The tendency to shapelessness is not sympathetic to the very slender or the very stout, to the very short or the very tall; and as the perfect figure is decidedly in the minority, the Empire style, which half reveals and half conceals the female form divine, must remain a distinctly conservative fashion and ever be caviare to the feminine crowd. A natural waist, which is found just above the hips and not immediately below the shoulders, must always remain the most becoming position for the zone of Venus, and, as a mere matter of fact, those to whom the Empire style is really advantageous are the partially malformed or deformed, because its flowing lines and false division of the figure help to hide imperfections and disguise abnormal characteristics. Directoire coats are exceedingly fashionable, and one done in putty or pale-fawn cloth, with a *gilet* of embroidered white cloth, was, one is bound to add, exceedingly *chic*.

Some of these coats, cut on the models of 1798 and 1808 respectively, are noticeable for the wonderful reproductions of buttons and embroidery, copied, doubtless, from prints and pictures of the period. One useful feature of the newest wraps also is that they enable one to dispense with furs, their style not requiring these expensive embellishments. Furs, indeed, are now a subject that gives rise to at least as much depression as exaltation this very season—

the price has risen so excessively as compared with even last year. The sable muff of our everyday affections, for instance, has become a thing of price and importance within a few short years. It is one of the admitted indispensables of every well-dressed woman, yet its acquisition is no more a mere matter of ten or fifteen, but of forty and even fifty guineas.

The combinations of several furs which obtained last winter and the one before have "gone out," and not too soon. It was painting the lily in a most inartistic fashion to mix sable with ermine, chinchilla with stone-marten, fox with lynx, and so on. If fur must be mixed with materials either in velvet or cloth, at least let them match in tone if good effect be aimed at. The secret in buying furs, as a matter of fact, to be very Hibernian, is not to buy them unless of the best. Spend a decent sum, or wait until it is collected, and have a good article which will last and look well for years, rather than obtain cheap and nasty substitutes of which you will always feel slightly ashamed, which carry tails that never wagged when alive, and heads obviously made up, and the general brand of "not being up to the mark." For in nothing is a costume more dragged down to the commonplace than by the addition of dyed or imitation furs.

It was a French dressmaker, of course, who discovered the becomingness of the ermine dog-collar and brought it into vogue. It is one of the season's novelties, and applicable to any outdoor garment that does not announce itself with a turn-down collar; decorative buttons and little tabs and bows of velvet are used to eke out the points of the upstanding collar, which is also to be seen rendered in ermine and chinchilla, but is distinctly more successful in ermine. The mention of dog-collars is, of course, reminiscent of jewellery, and in this connection it will be of interest to know that Messrs. J. W. Benson, of 25, Old Bond Street, have many extra attractions in their fine shop just at present, having bought the exceptionally handsome stock-in-trade of Mr. Tripp, of Percy Street, W. Amongst these jewels are some unusual bargains in brooches, bangles, and neck-chains, not to mention the more important items of tiaras and necklaces. As a mere matter of curiosity the collection is worth a visit, and customers at Benson's well-known establishment will, moreover, find the present an opportunity to be seized in obtaining Christmas gifts of rare and uncommon design for greatly less than such precious articles could be purchased in the ordinary way.



A WHITE DINNER-GOWN.

[Copyright.]

ANSWERS TO CORRESPONDENTS.

BRIDE.—A pretty way of treating your bedroom would be to use one of those beautiful taffetas with shadow effects in the panels; the effect is always better than paper, and the linen taffetas does not hold dust as a woollen material would do. The room would be white, and your furniture covered with the taffetas. It is a very dainty style and keeps clean in the country, as it could not be expected to do in London. Hampton's would carry it out well if you have not already chosen your man.

VANITAS (Chertsey).—(1) You should provide yourself with some of the new veils, which are made in all kinds of pretty spots and lace-like designs and are lined with thin white tulle. They are warmer than the single veils, and very becoming. (2) I have never heard of a reliable dressmaker who could make you a velvet "Princesse" costume for seven or eight guineas. Possibly you mean velveteen, which is a very different matter. Velvet, unless very good, neither wears nor looks well, and the material alone would cost much more than your figure. Would it not be more sensible to abandon your designs on a velvet garment and get a neat, well-made cloth tailor-made with the money? *Suitability* in the choice of clothes is half the battle, and the sacrifice of some sartorial ambitions when our money does not "run to it" is so much better than ineffectual attempts at a gorgeousness we cannot afford.

L. F. F. (Newcastle).—It is quite a fashion to wear elaborate chiffon and cambric and mousseline blouses this winter, but people have begun to realise that the "pneumonia blouse" of past seasons earned its name, and, however beguiling its outlines, three-quarter coats, generally lined with fur, are now used to cover its glories out-of-doors. Appearance is all very well, but health is still more indispensable, as you will doubtless learn when spending winter in England. So you should provide yourself with one of the long and very smart wraps aforesaid without delay. The better plan would be to have one built; they cost from ten or twelve guineas upwards, according to the kind of fur used for linings and collar. SYBL.

CITY NOTES.

The Next Settlement begins on Nov. 28.

THERE has not been any considerable alteration in the tone of the markets since last we wrote, but the money outlook is slightly better, and there has been some improvement in gilt-edged stocks. In the Foreign Market the talk is of the new Japanese loan, which is said to be all settled, but the most remarkable feature has certainly been the steadiness of Russians in the midst of revolution. The French are by far the largest holders, and so many financial institutions are concerned that all the influence possible is brought to bear to prevent holders selling. This is very likely as it should be, but, when once the little man gets alarmed—if he does—the drop will be by leaps and bounds. If the Government can stagger through, all will be well; but if the Czar has to go, then—the deluge. Brazil has also contributed to the events of the week by some sort of military revolt, but, except as showing the uncertainty of South American Republics, the outbreak has no real significance.

This week we give the last of our series of pictures of the West Australian timber trade, showing the loading of the sawn timber at the Millar Company's private port. From here all the Westralian hard-woods are sent away for distribution over the world.

DISCRIMINATION IN HOME RAILS.

Front rank must be accorded to the Home Railway market amongst the promising speculative areas of the Stock Exchange, and the character of the market is rapidly changing from apparently chronic listlessness to well-supported animation. Authorities who have been for years unable to see any hope of improvement in Home Railway

stocks are cautiously admitting the alteration in the position that the revival in general trade has brought about. As usual, there are a number of more or less irresponsible tips in circulation, and the prospective buyer will have to use his wits unless he wants to be saddled with stock of doubtful value. In this category we include Great Central Ordinary and Preferred, Little Chathams, Dover "A," Districts, and Great Northern Deferred, heterodox though it may seem to include the last-mentioned. But Great Northern Deferred can certainly expect no more than one per cent. next February, after which there will stretch a whole year before another distribution comes along. Dover "A" is at least some years away from a dividend, but the stock stands at much about the same price as that of South-Western Deferred, which is in receipt of 2 per cent. Great Central Preferred may, by a stroke of luck, enter the dividend-list half a decade hence, but the price is only five points lower than that of City and South London, whose chances of increased dividends are gradually improving. Little Chathams and "Saras" are nothing but gambling counters, and as for Districts, the amount of watered capital will effectually preclude the proprietors receiving any interest for years to come. Midland Deferred or Barry Deferred as a speculative investment, Metropolitan as a lock-up, and City and South London as a speculation, are all good purchases; indiscriminate tip-taking will do neither the operator nor the market any material good in the long run.



THE WEST AUSTRALIAN TIMBER TRADE: LOADING AT PORT ROCKINGHAM.

HOW TO INVEST MONEY WISELY.

In continuation of my notes on the wise investment of capital, notes which are, of course, intended mainly for the small investor, I would draw attention to-day to the following three points—

(1) Avoid securities on which there is a liability.

It is, no doubt, true that in many cases the liability may appear to be only nominal, and when the investor purchases such securities with his eyes fully open to



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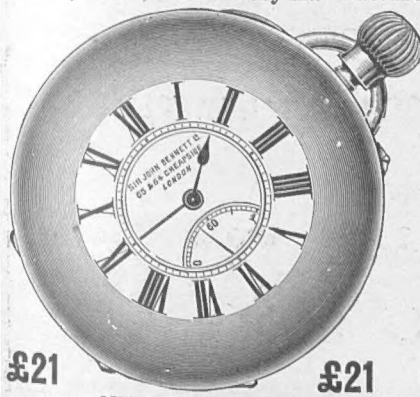
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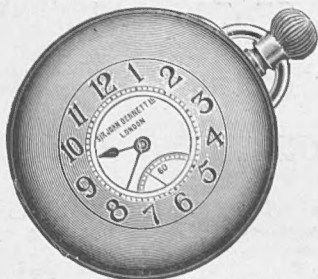
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the risk he is incurring no harm can be done. Nevertheless, the above is a sound general rule, for the only thing which can safely be predicted about such shares is that, if a call ever is made, it will come at a time when it will be most inconvenient to meet it.

(2) Do not invest too large a proportion of your capital either in a single security or in a single class of securities.

For it is only a degree less foolish to put all your capital, say, into English Brewery stocks or Argentine Railway stocks than to invest the whole in a single security. There is no need to labour the point, which is now generally recognised. By spreading your risk you obtain a greater stability both for your capital and income.

(3) Do not be in a hurry to get rid of depreciated securities, unless you are convinced that the chance of a recovery is very remote. This is the reverse of the advice which you will commonly receive on the Stock Exchange, where you will generally be told to cut your loss. That may often be the better course for the speculator, but for the investor it will generally be much wiser to wait for a recovery. Countless instances could be given of stocks and shares which, after a longer or shorter period of eclipse, have regained and passed the quotations they had reached in previous years. Almost the whole American and Argentine list could be given as an illustration. It has been by nursing their holdings through a long period of depression that the well-managed Financial Trust Companies have attained their present strong position, and the same policy will often be found best for the individual investor.

P.S.—There will be a very nice plum for the *United of Havana* shareholders from the Cardenas and Jucaro deal, and they will be wise not to be tempted even by the apparently high price now ruling.

Ceylon Tea Plantations, to which I drew your attention last week, have advanced sharply to 30½-31½, and are very strongly held.

November 10, 1905.

AMERICANS AND MONEY.

Were trade conditions less favourable in the United States than they are, the immediate future of the Yankee Market might look rather ominous. There is no money in New York, say the correspondents, and certainly the rates for daily capital are enormous as compared with those in force on this side. The lack of liquid funds is one measure of the continent's prosperity, for much of the cash has gone into the country in payment of farmers' bumper crops. The elections indirectly tied up other money, while the last two months of the year are always the most difficult to finance, even in normal circumstances. To us it is somewhat remarkable that the Yankee Market should have stood the strain as well as it has done, and in this resistance to bearish influences may be seen a good hope for recovery in the near future. There is little doubt that, if Russia became involved in a tremendous internal strife, Americans would have a sharp shake-out in sympathy with everything else. If you consider that such a cataclysm is at all likely to occur, keep out of Yankees as you value your money; but, beyond this danger, the market is good enough at its lowered level to tempt purchases by those who can afford, if necessary, to face differences which may be caused by violent temporary fluctuations.

KAFFIR CUT-THROATS.

Those who so loudly denounced the policy of big-houses in the Kaffir Circus touting for business from brokers are now pointing to the state of the market as confirmation of their apprehensions. Instead of shares being distributed in small parcels round the market, most of the shares which have been sold during the past few years have gone direct to the financiers themselves, by whom no substantial second sale has been possible owing to the condition of the Kaffir Circus. The shops, therefore, according to this argument, are loaded up with shares which, had the market not been spoilt by the magnates, would now be in a number of different hands, a condition making for, at any rate, less restricted dealing than is the case in present circumstances. The theory, of course, contains a proportion of truth, though whether Kaffirs would have stood any higher now had the shops declined to deal direct with buying or selling brokers is a very open question. We are told on several sides that the revival in Kaffirs is much nearer than most of us imagine, and, for the sake of the public generally, we devoutly hope that it is.

Saturday, Nov. 11, 1905.

ANSWERS TO CORRESPONDENTS.

Only letters on financial subjects to be addressed to the "City Editor, The Sketch Office, Milford Lane, Strand, W.C."

Our Correspondence Rules are published on the first Wednesday in each month.

M. S. B.—The concern has been registered only six months, and the capital is £1,000 in 5s. shares. We know nothing about its prospects. It is mixed up with the Zoutpansberg Consolidated Mines, Limited.

MOTH.—Both Industrials are very solid affairs, but whether the shares are likely to go higher is another matter. We should not call either an improving investment.

ISCA.—You cannot reckon to get the middle price always. Sometimes one can even buy at middle price. It all depends on whether there are more buyers or more sellers. The other day we bought some shares quoted 25½ to 26½ at 25½, so a seller could not have got middle price that day.

J. J. R.—Inquiry shall be made, and a reply published next week. We never write private letters except as provided by Rule 5.

DELAGO A BAY.—We should hold, but it may be a long job.

C. W. R.—(1) We certainly are not going to vouch for the statements in the paper you mention. The copper is probably there, but it cannot be dealt with at a profit until means of communication are revolutionised, and this will take years. (2) The Yankees are a gamble pure and simple. See this week's Notes.

PERPLEXED.—You bought the right shares. They carry over 30 per cent. of arrears of dividend, some of which we hope to get next spring.

LANCHESTER.

Olympia Show, Stand No. 19.

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